

GENEVA SHOW - TAP RALLY - LYONS IN STH AMERICA

AUTOSPORT

Brands: two wins for Gethin's F5000 Chevron



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It wasn't just the spectator areas which were crowded at Brands Hatch last weekend. F1 and F5000 cars queue to reach the crowded pits during practice.



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Published every Thursday by Autosport, Haymarket Publishing Ltd, Gallow House, 6 Winsley St, London W1. Tel : 01-636 3600. Subscriptions and back numbers : Craven House, 34 Foubert's Place, London W1A 2HG. Tel : 01-636 3600. Annual subscription : £10.10 (home) ; £10.40 (overseas). USA and Canada \$27 (£10.40). Airmail rates on application.
Text printed in England by David Brockdorff Ltd, London E17 and Marlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.

Direct from the publishers or all newsagents.
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EDITORIAL

Sell-out

In many ways last Sunday's Daily Mail Race of Champions was a make-or-break event for Brands Hatch. Of course, had the crowd not lived up to expectations the place wouldn't actually have closed down, but it would have been a bad omen for the sport's future in Britain. The meeting had received an unprecedented amount of publicity, mainly through the media of Associated Newspapers and Radio Luxembourg, and its appeal was broadened enormously by the entertaining celebrity race which brought together champions from many other sports.

After the amount of advance publicity which all this had generated it just had to be a sell-out. The promoters' fears were never realised, for the crowds began to pour in as soon as the gates were opened in the small hours of Sunday morning. They built up steadily throughout the morning, and the ticket touts outside the main gates were doing a lucrative trade. The early season trend of bigger crowds at car and motorcycle meetings was continued, just as it was on a smaller scale at the comparatively unpromoted meeting at Silverstone the same day.

Apart from the length of time it took to get out of the circuit, which is a fact of life common to all big sporting events confined to one small area, the other complaint that has already been voiced concerns the lack of actual viewing area. But it seems that most of Sunday's 45,000 paying visitors wanted to watch along the Top Straight, and there was much more room for manoeuvre on South Bank and yards of uninterrupted viewing around the back of the circuit.

The trend in audience profile has been towards an even younger viewer. Is that, one wonders, because of the influence of Luxembourg, or is it that the radio company recognised in the sport a medium very much akin in age group to their own? According to some statistics issued by Yellow Pages, who have selected motor racing for part of their promotion, the sport was the third most popular with spectators in Britain in 1972, a great way behind soccer and just behind horse racing. However, in the important and prosperous 16 to 24 age group, motor racing was the second most popular, far, far nearer soccer and way ahead of horse racing.

Such figures have not gone unnoticed by the people responsible for the entertainment at Britain's tracks. There will therefore be more emphasis on the younger element, including a BBC v Radio Luxembourg disc jockey challenge on May 6, along the lines of the SPARKS one last Sunday. It may turn away some of the older enthusiasts, or some of those whose ideas remain in the past, but the gain from those previously unexplored avenues should out-weigh that disadvantage.

our cover picture

Peter Gethin's Chevron B24 leads the F5000 field into Paddock at Brands last weekend. In the first of his two wins for the Bolton manufacturer.

Photo : Peter Burn

Pit and Paddock

Donohue will do L&M F5000 series

Following the rumour about Mark Donohue's return to the Formula 5000 L&M Championship in the United States, it now has been confirmed that the winner of the 1972 Indianapolis 500 will be racing in that series in a new Sunoco Lola-AMC entered by Roger Penske.

Present plans call for the car's debut at the fourth round of the series, June 3 at Mid-Ohio. Donohue thus missing the California opener on April 29 at Riverside, and races at Laguna Seca, Calif., and Michigan International Speedway. Since co-sponsor American Motors Corporation is in Detroit, an effort will be made to make the latter race, May 20, although Penske promises nothing, and it would take an incident-free development and testing programme to accomplish that feat.

The Penske/Donohue return to the L&M series has necessitated another reshuffle in the team's overall planning, and Donohue now will revert to a limited AMC Matador stock-car racing schedule with NASCAR. Donohue's next drive will be in the Matador at Atlanta, with alternate driver David Marcis running most of the others.

American Motors has rewarded Marcis, a rare Northerner among the Southern NASCAR drivers, with his own Matador programme in addition to his occasional

Penske Matador assignments. Marcis will begin campaigning his own Matador at Martinsville, and his personal contract calls for a minimum of six AMC-supported races. At big races like those at Charlotte or Rockingham, Marcis will be back in the Penske car.

Meanwhile, Penske/Donohue have begun testing the new McLaren Indianapolis 500 car in which Donohue will defend his USAC Indy title. Initial testing was down in the 190s at the Speedway early in March, but, then, so were 1973 Eagles and other cars at the older track. Although there is much talk about 200 mph laps for this year's Memorial Day race, including a flat-out prediction by Parnelli Jones and Mario Andretti that the new Maurice Philippe-designed Parnells will lap at the Brickyard at that speed, or the team will be very disappointed, it may be harder to do at the old track than they think.

The Donohue McLaren has a different wheelbase and a shortened nose from the standard model used by the McLaren team at Indy, although the team cars also may adopt the changes if they prove useful. Part of Penske's deal with McLaren is that all technical data and technology developed for the Donohue car are available to McLaren's use.

• Roger Nathan tells us that the Brambilla brothers' F2 Marches, referred to in our Mallory Park report last week, were restricted from leaving the March factory by a High Court injunction served on the manufacturers by the Italian agent.

The sad story of the Brabham BT42 at Brands Hatch. John Watson left the track at Stirlings when the throttle stuck open and hit the bank very hard (left). Watson had to be cut out of the car which was very bent. His right leg was broken in two places and he is currently in St Thomas's Hospital, London, where he will have to remain for some time. We wish him a rapid recovery.



Clan homologation suspended by FIA

Homologation of the Clan Crusader in Group 4 has been temporarily suspended by the FIA. Gary Taylor of the Mod-sports Register has been looking into the matter of the Clan's homologation, querying that the necessary 500 had been produced in one year.

After pressing the matter with the RAC and the FIA, Taylor has received a cable from the FIA stating that the Clan Crusader "is not recognised as yet by the FIA therefore it cannot compete in Group 4."

The FIA's communication continues: "Two solutions concerning minimum number. If the pre-

liminary investigation of the RAC proves that Clan have not made the required number and cannot possibly do so—application deleted. If it is proved that they can manufacture the required number it is most likely that the CSI will investigate. In that case recognition cannot be granted before May 1—the whole problem is going to be discussed at the next CSI recognition meeting on March 20."

With the Clan Crusader not yet homologated into Group 4, it seems unlikely that it will be eligible for the new STP production sports car series, in which Clan had intended to make a serious assault.

Atlantics replace F2 at Thruxton

The BARC announced last week that their May 28 Bank Holiday meeting at Thruxton will now have the British Saloon Car Championship race as the main event in place of the cancelled F2 event. Replacing the F2 race on the programme will be a non-championship Formula Atlantic race. Despite its non-championship status the prize money will be equal to that paid in Yellow Pages rounds. All the cars are expected to make the trip to Thruxton having been at Brands Hatch for a championship race on the previous day.

Other events will be for FF, a round of the BARC championship, and a non-championship historic race.

The meeting will now be one day with no practice on Saturday as originally scheduled.

Alan Rollinson to run own F5000 McRae

Alan Rollinson's Formula 5000 McRae will be run by his own Alan Rollinson Engineering set-up this year in Rothmans European Formula 5000 Championships.

Rollinson, who recently returned from a successful Tasman series with his McRae, will be running the same car this year and at present has two engines for it. There is no sponsorship in the team yet and Rollinson has taken on industrial premises at Bridgnorth for his ambitious venture in Formula 5000, a formula in which he has been a leading contender since its inception. Rollinson's team includes Grant Duncan, who came over with him from New Zealand, and Roger Jackson who previously worked for Alan Brodie. Goodyear tyres will be used.



Stewart heads big Silverstone entry



Jackie Stewart — heads entry.

Jackie Stewart will be racing at the GKN/Daily Express Silver Jubilee International Trophy race at Silverstone on April 8. Driving the Elf-Tyrrell, Stewart will be making his first appearance in a non-championship Formula 1 race since October 1971 and a rare racing appearance in this country.

Stewart's addition to the list of Formula 1 entries for this traditional Silverstone meeting makes it a really good entry with at least 15 Formula 1 cars.

Against Stewart on Britain's fastest circuit will be the John Player Specials of Emerson Fittipaldi and Ronnie Peterson, the Brooke Bond Surtees of Mike Hailwood and Carlos Pace, and from Yardley McLaren will be two of the latest M23s for Denny Hulme and Peter Revson or Jody Scheckter.

From Marlboro BRM comes three P160s for Jean-Pierre Beltoise, Clay Regazzoni (who will be making his comeback following the South African GP injuries) and Niki Lauda or Vern Schuppan. Although they had to withdraw from Brands, three Shadows will be appearing at

Silverstone to make their British débüt. Driving them will be Graham Hill, Jackie Oliver and George Follmer.

Frank Williams' new Iso Marlboro will be driven by Howden Ganley and the new Formula 1 Ensign is expected to make its débüt for Rikki von Opel. Negotiations are in hand with Ferrari, as they announced some weeks ago that they intended to race their new Formula 1 car for the first time at Silverstone with Jacky Ickx at the wheel.

The main race also contains some Formula 5000s from April 7's Rothmans European F5000 Championship race.

Other races on Sunday will be the opening round in the John Player International F3 Championship, the second round in the RAC British Group 2 Championship, a fantastic array of historic cars in the JCB Championship race and an STP Formula Ford championship qualifier. Heats for the Formula Ford and Formula 3 races take place on the Saturday in between practice with practice all day Friday as well.

Peter Revson — new McLaren?



F2 Texaco Stars ready for Thruxton

John Goossens, Texaco's international racing division manager, revealed last weekend that the Formula 2 Texaco Stars being built for Emerson Fittipaldi and Ronnie Peterson by Lotus will be ready in time for Thruxton on Spring Bank Holiday Monday.

The cars, based on last year's Formula 2 John Player Specials, will be powered by Novamotor-developed Lotus engines. They will be a complete contrast in colouring to the Formula 1 JPSs, and will be white with Texaco

black and red chevron stripes.

It was also announced that the Ford Cologne team of Group 2 Capri for the European Touring Car Championship will run on Texaco and Havoline. Ford's previous contract was with Castrol, and the new fuel signing could prove embarrassing on occasions for a certain former World Champion who has an Elf contract.

Texaco's sponsorship therefore encompasses F1, F2, Group 2 and Formula Atlantic, in which they sponsor Jas Patterson.

Filipinetti BT41 for Jurg Dubler

Jurg Dubler, the Swiss driver who retired a year ago after failing to secure sponsorship for a full F2 season, will be returning to racing with a new F3 Brabham BT41 sponsored by Filipinetti this season. MRD's Gordon Palmer received confirmation for the order last week which brought the total of Brabham F3 cars sold around the world up to 20.

Georges Filipinetti held his annual press conference at the Geneva show last week to announce his competition plans.

Previously announced were the F2 March-BMW for Jacques Coulon and the 3-litre Lola for Reine Wisell and Jean-Louis Lafosse but the programme will be expanded to cover F3, 2-litre sports cars, G2 and GTs.

As well as Dubler's BT40, Philip Albers and Jean Ragnotti will handle F3 Martins while Lafosse will share a 2-litre Lola

T292 with Gerard Pillon powered by a Chevrolet Vega engine.

They will use Fiat 128s again in the ETCC and another project is a 190 bhp, four valve per cylinder, version of the 1300cc engine to be fitted to the Fiat X1/9 Spider.

All the cars will be sponsored by Antar and Gitane.



Jurg Dubler — racing return.

Barber's works March F5000

March announced last week that there will be a works entry in the L&M F5000 championship. The car will be run by Gene Mason Racing for Skip Barber. The car will be a 73A, using the F1/F2 chassis and powered by Bothoff Chevrolet engines.

Barber used an F1 March 711 in the championship last year and did very well in the championship, in which he was the only DFV-powered runner. The March was bought by Gene Mason early in 1971 and was run in a few F1 races in Europe before being taken back for F5000 events. It has of course run in the North American F1 races since and last year Barber acquitted himself well and surprised a number of people.

The F5000 car was due to be tested at Silverstone last week prior to being taken to Riverside for some warm weather testing. Dave "Beaky" Sims will be the chief mechanic for the team.

750/F4 sponsors

The 750 MC announced recently that their 750 formula and Formula 4 championships will continue with the same sponsors this year. The Reliant Motor Co will continue their support of the 750 Formula while Low Cost Racing, the suppliers of racing cars and specialist equipment, will again support the F4 championship.

In line with their excellent policy of passing sponsorship money on to all competitors the 750MC will use the monies to give a partial refund of entry fees. All competing cars will be required to display the sponsors stickers.

Alan Smith's four Brands wins

Derby engine builder Alan Smith had a successful weekend at Brands Hatch. Engines prepared by him won the Rothmans 5000 race (Peter Gethin), the Race of Champions (Gethin), the Yellow Pages Atlantic race (Cotin Vandervell) and the British Saloon car round (Frank Gardner).

Incidentally Smith was at Brands in person on Saturday, making one of his extremely rare appearances at a circuit, to look after his new fuel injected engine which was fitted to Jody Scheckter's Trojan.

Revised V8 from Berta

Berta, the Argentinian sports car constructors, have constructed a new 3-litre prototype with a revised version of their own V8 engine. The original engine had a great deal of trouble with the camshafts and failed to make any impression in its few races in Argentina and was not brought to Europe as originally planned.

Oreste Berta had trouble finding enough money to continue with the project, however the new engine and spaceframe chassis have been completed and there is a chance that the car will be brought to Europe for one event and driven by Angelo Meguzzi and Nestor Garcia Veiga.

Oreste Berta receives considerable support from Renault in Argentina and it seems quite possible that Renault in Europe will take a hard look at the V8 to see if it could be used in any of the Alpine models.

Posey's problem

Sam Posey will be in the Indy 500 and at least one other USAC 500-miler, but at the moment these are the only races the usually busy American driver will have in 1973. Posey's L&M Championship F5000 equipment has been sold, his supporting ChampCar facility liquidated, his Winston Delta Tires sponsorship for F5000 transferred to Jody Scheckter's Chevron, and his Norris Industries sponsorship in doubt.

Posey already has said he will not drive endurance events any more unless he gets a far better deal than ever, and it is unlikely that he will run TransAm in its present weakened form. That doesn't leave him many options, but rumours have him looking at

short-track, northern-sited NASCAR races with a view to building his experience in stock-car racing before jumping into superspeedway racing in earnest, or considering a European programme, either in F5000, Formula 2 or even occasional Formula 1 races, something Posey has long talked about.

The Mark McCormack/Bud Stanner Motormarketing International organisation are looking for big-time sponsorship for loquacious Sam, and much may depend upon what they might unearth. Posey even could go back to the L&M series, if a serious sponsor were found for that kind of racing. He has finished second the past two seasons in the F5000 battle there.

Geneva auction

In a vast marquee just outside the Geneva Salon de l'Automobile, some historic cars, many of very great value, are awaiting the auctioneer's hammer today (Thursday). One of them, a Benz racing car of the type which was second in the 1908 French Grand Prix, may well reach a world record price, £15,000 being a suggested figure. With its four-cylinder 12,400 cc engine and side chains on huge sprockets, this is a superb example of a racing car of the heroic age.

The Mercedes-Benz SSK, on the other hand, is not so original, having been rebuilt to SSKL specification in America. The work has been meticulously done to Mercedes drawings, the chassis members being pierced for lightness as one remembers them. However, the famous "elephant" blower is not present, and I would be willing to wager that the axle ratio is only the standard one. There are several Rolls-Royces, an Isotta Fraschini and an Hispano Suiza, plus a very fine sleeve-valve Minerva. In this collection of aristocrats, one is not surprised to find a gullwing Mercedes, a Continental Bentley, a Type 37 Bugatti, and a Packard.

There are a few cars that let the side down a bit and the Swiss have the filthy habit of painting their tyres white. There are some rather obscure but certainly very early veterans and a towering Delaugère six-seater Landaulette of 1905, which requires a strong chauffeur to hand-crank its 7-litre 4-cylinder engine.

JVB

Lydden practice

Lydden will hold two general practice days on Saturday March 24, and the following week, March 31. Mornings will be reserved solely for cars from 9.30 am to 12.30 pm for £5 while the afternoon session (1.30 pm) will be shared with motor cycles for £2.50. Further details from the circuit office (tel: Sittingbourne 72926).

Trouble hits OMS again

The Ontario Motor Speedway is in trouble again. On the day when the proposed new owners were expected to sign the deal they pulled out. There is another bid in front of the board for OMS which they are currently considering and they have asked for an extension of their dead-line for selling so that the fire fighting equipment, office furniture and so on does not have to be sold. However the new bid will take some time before it goes through, if it does, and the California 500 USAC race again looks doubtful.

Stan Jones

We regret to report the death last Friday of former leading Australian racing driver Stan Jones in England after a long illness.

Stan Jones first became noted for his racing exploits with the Maybach Special. Fitted with a 3½-litre, 6 cylinder engine from a German scout car reclaimed from the North African desert, Stan Jones raced the car from the early to mid fifties and won the New Zealand GP with it in 1954, beating Horace Gould's Cooper-Bristol and Ken Wharton's BRM V16. He was also hill-climbing an 1100 Cooper Jap at this time and in 1953 was a member of the winning Holden team in the 6,500 mile Redex trial.

Since then he raced his own Maserati 250F with which he won the Australian GP in 1959 at Longford, and became Australian Gold Star champion in 1955 and 1958. After the Maserati, he raced a 2.2-litre Cooper-Climax between 1959 and 1963, again scoring wins and high placings, winning the Victorian Trophy five times.

Stan Jones was a great supporter of his son Alan's racing career, often being with Alan when he raced in Formula 3 races in Britain, until Mr Jones senior suffered a stroke. Autosport offer its deepest sympathies to his family.

STP stay with March

STP will continue to sponsor the March F1 and F2 efforts this year after all. After months of on-off speculation since the departure of Chris Amon, Andy Granatelli finally confirmed that the backing would continue last week.

The confirmation came before the domination of the works F2 cars at Mallory Park, but he was obviously impressed by the way in which Jean-Pierre Jarier is adapting himself to F1 as shown in the South African GP.

March are sticking to their plan of only running one F1 car but Jean-Pierre Beltoise did not

please Louis Stanley when he drove for the Bicester concern at Mallory and rumours of a split between JPB and BRM have been very strong. However Beltoise's pole position at Brands must have soothed the situation somewhat. If a split did occur then March and STP would obviously be interested in Beltoise's services in F1 as well as F2.

The new March F1 car, based on the F2 chassis, is well underway and the first car, destined for Mike Beuttler, should be ready within the next week. Jarier will test the car extensively while his is being built in time for the Spanish GP on April 29.

Schuppan replaces Watson in Mirage

Vern Schuppan will be replacing John Watson in the Gulf Racing Mirage this weekend at Vallelunga. This will be the quiet Australian's first major sports car drive since he arrived in this country. It is likely that he will partner Mike Hailwood while Derek Bell and Howden Ganley will continue together in the second car.

The new drive for Schuppan will be very welcome as, despite his third place on the grid at Brands for BRM, he looks no closer to getting the permanent drive he deserves. He is unlikely to be doing any more F2 following his shunt at Mallory Park with his March. The car will be rebuilt for him to take to Singapore in May. Incidentally, this will only be the second DFV-powered car Vern has driven, the last being Tyrrell 005 which have got to be the best two cars in their own fields. Later this year Schuppan will drive an ex-works Group 2 Capri in the Spa 24-hour race.

John Watson will be particularly sad at missing the Vallelunga race as he was quickest during tyre testing at the circuit a few weeks ago. The Mirages were both very quick at the opening round of the Manufacturers' Championship at Daytona; Bell/Ganley were on pole position while Hailwood and Watson led the race comfortably. On that occasion gearbox trouble hit both cars but the extensive testing at Vallelunga proved this has been cured.

Ferrari will be making their first appearance of the season with their new car which has been going very quickly in the hands of Brian Redman during testing. He will be partnered by Jacky Ickx while Carlos Pace/Arturo Merzario and Tim



Vern Schuppan — Mirage drive.

Schenken/Carlos Reutemann are expected to be there in the other two cars.

Alfa Romeo have been testing their new flat 12 engined car and there will probably be one car for Rolf Stommelen/Andrea de Adamich. Matra will be sending two MS670s for Jean-Pierre Beltoise/François Cevert and Henri Pescarolo/Gérard Larrousse. Reine Wisell/Jean-Louis Lafosse will be in the Filippinetti Lola T282 which should have benefited from some testing and sorting since Daytona.

Only 22 cars will be able to start the six hour race, which is the first time that a championship sports car race has been held at the Italian circuit. There will be a number of 2-litre cars entered (including Chevron B21/3s for Brendan McInerney/Trevor Twiss and Bob Howlings/John Hine). Abarth are sure to make a big effort on home ground.

• Lola T292s driven by Noritake Takahara and Tomohiko Tsutsumi finished first and third in last Sunday's Fuji Grand Prix. The race was the first of a series of five that will take place in Japan this year.

• The BARC are rather short of entries for their meeting at Snetterton on April 1. The Clubman's race is especially low, and anyone wishing to enter should contact Michael Luck at the BARC headquarters office.

PAGE TOURS

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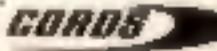
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The four teams are the survivors of the knock-out competition that 382 clubs entered last September.

They will be meeting on Saturday, April 14th, at the Magnum Hotel, New Street, Birmingham. The semi-finals will start at 5.30 p.m., there will be a buffet at 6.00 p.m. and the finals will start at 7.30 p.m.

Entrance by ticket only, so please apply for tickets to: Mrs. Jean Basley, Clubs Department, PO Box 23, Swindon, Wiltshire.

And the answers to these questions? 1953 Chevrolet Corvette and Jack Brabham (in 1966 driving Repco Brabham).

Which is the Worst Car of the Year?

Read the April **car** magazine for the Worst Car of the Year, the Best 'Car of the Year' and Great Foreign Car Spares Scandal.

car
tells it like it is.

ETCC opens at Monza

At 1.30 pm this Sunday, this big saloon car battle begins at Monza. The first round of the European Touring Car Championship sees the great confrontation between Ford and BMW get under way and for most of this week, the two big teams have been testing at the Italian circuit for Sunday's 4 hour race.

The interest lies in the over 2-litre class where Ford of Germany are fielding three of their latest Capris with more powerful Weslake engines and much-improved handling, for Jackie Stewart/Dieter Clemser, Jochen Mass/Jody Scheckter and Gerry Birrell/John Fitzpatrick.

BMW's attack with their 3.3-litre CSL coupes is three-pronged.

BRIEFLY . . .

● The Cub Racing Drivers' Association reported this week that they had convened a meeting with Basil Tye of the RAC, Tony Salmon and Peter Jopp, representing the British Racing Drivers' Association, and the BRDC and BRSAC to discuss the matter of circuit safety and the future of some of the country's smaller circuits which were threatened by the RAC ruling on fire points every 200 yards.

The RAC assured the people present that club racing was not affected by this rule and that all circuits except one had now got their track licences and that no trouble was envisaged in the remaining case.

● After the BRSAC's rescue vehicles had performed such excellent work during the Race of Champions weekend it was disturbing to hear that their HQ rescue unit was broken into after the meeting on Sunday evening at Brands. Thankfully nothing was taken, but these units do carry very expensive equipment and if anyone saw people tampering with the unit at Brands on Sunday evening, the BRSAC's Alan Dobbins would like to have the details on 01-995 0345.

● With cricketers and athletes becoming racing drivers last weekend at Brands Hatch, the latest news is that the Team Lotus mechanics have become singers. Their first (and no doubt only) record is now on sale at 55p from PO Box 111, London, E18 (postage and packing 10p extra). Featuring the massed choirs of the Lotus racing personnel, including Peter Warr, Eddie Dennis and Luke Wilson, the two tracks are "The Champions" and "Workin' al'nights."

● Brian Tubby, a sergeant in the RAF, was the lucky winner of the BRSAC/Shellsport Win-a-Mexico competition which was run during last January's Racing Car Show. Brian was presented with his prize during the race of Champions last Sunday. The prize consists of a race-prepared Ford Escort Mexico, free Shell fuel and oil, paid entries for all championship races and a course at the Jim Russell International Racing Drivers' School.

From the works Munich concern, are two cars for Chris Amon/Hans Stuck Jnr and Toine Hezemans/Dieter Quester; Schnitzer have entered three of their latest coupes, for Henri Pescarolo/Jean-Pierre Jaussaud, Bob Wollek/Walter Brun and the Brambilla Brothers. There is expected to be one Alpina CSL for Niki Lauda and Brian Muir.

In addition, there are numerous other privately-entered Ford and BMW machines in the large category. Among the entry of Fords, BMWs and Alfas in the up to 2-litre class is the Norman Reeves-entered, works-developed 2-litre alloy block Escort BDA for Dave Brodie and Claude Bourgoignie.

● Maserati to return to racing? Sort of, yes. There will be two works prepared Borsas competing at Le Mans this year in the GT class. The V8 engine will be tweaked to give about 380 bhp while the weight will be reduced considerably. The only problem at the moment is that the car is not homologated; however, it has been applied for and no hang-ups are envisaged.

One of the cars will compete in the Le Mans four hours next month and will be driven by Francois Migault.

● The three production saloon cars provisionally disqualified from the Castrol championship round at Mallory Park on March 11 have been reinstated. The cars involved were John Worton's Mini (second in class), Barrie Williams' Firenza (first in class) and Tony Lanfranchi's BMW (second in class) which had been disqualified for being underweight. However the stewards of the meeting reversed that decision last week and their placings now stand.

● Teddy Pilette will be replacing his Formula 3000 McLaren M22 with a new Chevron B24 for the Rothmans European Formula 3000 Championship and with Pilette driving the Chevron, his McLaren (which featured a lengthened wheelbase at Brands last weekend) will be driven by Chris Craft in the Rothmans series.

● At the John Player/Northampton MS Society forum last Monday night, Peter Warr stated that the new Formula 2 Texaco Stars would have a feature applicable to road car use and that this feature would be seen on a road car in the next few years. Warr also stated that the new Formula 1 John Player Special is unlikely to appear this year.

The forum which comprised Warr, Emerson Fittipaldi and Ronnie Peterson was very well attended.

● The Sebring 12 hour race is being held this weekend although it has lost the G5 championship race to Vallelunga. The race will be for GT cars and will probably be a Porsche Carrera benefit. Graham Hill is going and will drive a de Tomaso Mangusta with a gentleman by the name of Jon Milledge.

● Several of the motor industry's leading manufacturers and suppliers are to augment the value of the Tarmac Championship already worth a minimum of £2,000 to the winner in the form of £100 bonuses if the British Champion has achieved his win with the use of their products. Already confirmed bonus prizes are from Firestone, Duckhams and Champion and negotiations are in hand with other companies.

● American FF star Danny Sullivan, who put in some good performances with his private Elden, will be moving into F3 this year with the latest EMC built by Dr Ehrlich. The first race for the car is scheduled for the International Trophy meeting at Silverstone. Sullivan has not raced before although he did some testing in Roger Williamson's 1971 March at Snetterton late last year.

● Jean-Louis Lafosse had no trouble in winning the 2-litre sports car race at Montlhéry last weekend. The Cosworth Vega-powered Filipinetti Lola T290 finished 3 s ahead of Gérard Larrousse's similar FVC-powered car. Daniel Rouvreyan's DVF engined T280 was third ahead of Willy Bräillard's T212-FVC. Claude Ballot-Lena finished fifth and first in the GT class with a Porsche Carrera.

● Has Tony Trimmer's racing career come to an end? The former Shell/Motor Sport champion who struggled with the F3 JPSs last year finished fourth in the Race of Champions with one of Frank Williams' Iso-Marlboros, the best result that this model has ever achieved. But his plans for a privately entered Brabham BT41 for this year fell through and Tony's only other drive is in a Shellsport Lola F3000 on April 1 as van Lennep has a Porsche GT commitment.

● The reason for John Handley's non-start in the Group 1 Alfa Romeo at Silverstone last weekend was an attack of the measles. John went down at the Mallory meeting a fortnight ago, and his place at Silverstone was taken in sideways fashion by rally ace Roger Clark, the car's entrant.

● A quote from Mauro Forghieri, the Ferrari development engineer who was taking photos of the latest Formula 1 cars at Brands Hatch last weekend: "Heh, heh, they think I'm a spy!"

● The CanAm round scheduled for Donnybrook on September 16 has been transferred to the Michigan International Speedway.

● Jochen Neerpasch has given the reason for the failure of those BMW connecting rods in the F2 race at Mallory this month. Apparently they had been polished wrongly, horizontally instead of vertically, making them weak around the small end. In comparison tests, the correctly polished units lasted 24 times as long as the duff ones.

● Ecurie Bonnier will be running three Super Vee Lolas in this year's Gold Cup Championship. Leading the team will be Swede Freddy Kottulinsky, who has done very little racing since 1971 when he struggled with a BMW powered F3 Lotus 69. Fellow Swede Gunnar Nilsson and Italian Richard Albanesi will drive the other cars.

● André Wicky will be running a de Tomaso Pantera this season in conjunction with Max Cohen-Olivar. Cohen-Olivar also has a new 2-litre Lola chassis and is seeking a link with a fellow driver who can provide the engine.

● The New Zealand organisers of the Tasman series have pointed out that only the race at Manfield next November will be for F2 cars in their 1973 calendar. The Tasman series will be for F3000 as before.

● Claude Bourgoignie won the first round of the Belgian hill-climb championship at Condroz last Sunday with his F2 GRD 272. It rained throughout the meeting and Bourgoignie was dominant. He beat Eric Tondelli's F2 Chevron B20 by over 3 s.

● Derek Lawrence's works Dulon FF car will be sponsored by W. F. Smallman & Son Ltd, the West Bromwich oil blending firm. The car will be using Smallman's Crown Lubricants.

● USAC driver Bob Criss was killed while testing at Phoenix last week. He was testing his Page Racing Eagle in preparation for the forthcoming Phoenix 150.

● Carlos Pace was inadvertently omitted from our South African GP tables. He was classified 12th, having completed 69 laps before he suffered a tyre failure.

● Former modsport Marcos driver Brian Norris crashed his Royale RP14 FSV heavily at Silverstone while testing last week. The car overturned and caught fire and he was trapped by his crutch straps and sustained severe burns. He is now in the Nuffield Burns Unit at Stoke Mandeville Hospital.

Brett Lunger showed why he is rated so highly in America at Brands. Here he gets the Hogan Lola tweaked before lapping Graham McRae.



Almost every weekend of the year someone somewhere is competing. Around a track. Or up a hill. Or against a clock. And even more people spend their weekends watching them do it.

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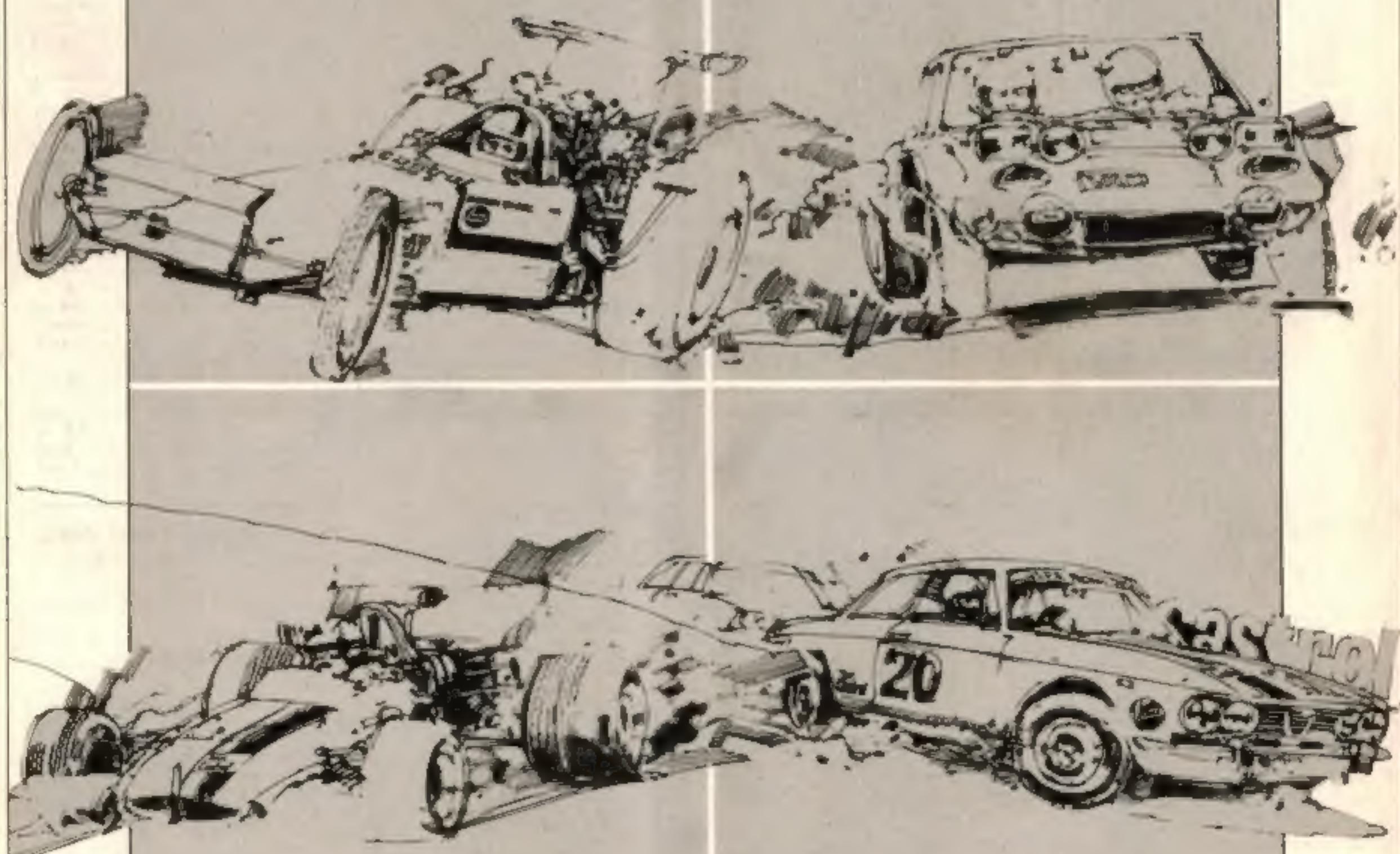
Still, whatever we put in, it's up to you how much you get out. Everything we support needs your support too. Really we're talking to all those people who follow motor sport. Because we want to see more of you. And so do the clubs. It's vital if you don't want to have only quiet weekends to look forward to.

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OULTON PARK

Good start to North-West racing season—excellent line-up for championship Atlantic, FF and saloon races

The North-West racing season gets under way on Saturday with a top-line championship meeting at Oulton Park. Big race is a 15-lap race for the BP Formula Atlantic Championship, the opening round.



Atlantic contenders at Oulton—Vandervell (left) and Williams (right).

Can Colin Vandervell repeat his Brands Atlantic win? Driving his Triplex March 722, he has strong opposition from local ace Cyd Williams (Brabham BT40), John Nicholson (Lynx), Tom Pryce (Royale RP12A), John Lepp (Chevron B25), Martin Webb (Chevron B25), Jas Patterson (March 722), Stephen Choularton (March 722), Peter Wardle (Surtees TS15) and Brian Robinson

and Stan Matthews in Ensigns. A first-class entry for this, the fourth race on the programme.

Packed FF entry

Two 10-lap heats are necessary for the hordes of competitors wanting to run in the BOC Championship final. All the regulars are there. At Brands Donald Macleod's Merlin beat Derek Lawrence's Titan by a whisker. Both are racing on Saturday and so are the other leading runners in this class of racing, like Bob Arnott, Dick Parsons, John Crowe, Syd Fox, John Parsons, Peter Harrington and Richard Hawkins.

Saloon: Ford v Vauxhall

Local driver Dave Malington will be out for an outright win in the McD special saloon championship round, with his 2.2 litre Firenza. He's got a lot to contend with—John Myercough's Escort, Stuart Turner's 2 litre Escort, and the Minis of Bob Fox, Geoff Wood, John Chappel, Peter Baldwin and Rob Mason.

There's more saloon action too, with a non-championship race and the programme is concluded with an assorted formula libre field which includes John Campbell's F5000 Surtees.

Plenty of action then, at Oulton Park this Saturday. The circuit is situated near Tarporley in Cheshire and the first of seven races starts at 2 pm.

• A special occasion marks the first Oulton Park meeting of the season. It will be the 100th commentary at the circuit for well-known commentator Peter Hamilton Smith. Peter will mark the occasion by giving a bottle of champagne each to a driver, marshal's post crew and spectator. Destination of the bubbly will be determined by selecting a fully-completed competitors' information sheet for the driver, ballyhooing for the marshal's post and by a short quiz for spectators, details of which will be announced during the day's racing.

THRUXTON

Another big F3 confrontation on Sunday

Russell Wood at Brands, Alan Jones at Silverstone. Who will win the next Formula 3 race at



F3 exponents at Thruxton—Russell Wood (left) and Mike Tyrrell.

Thruxtion this Sunday? That's the main race on the programme at this opening meeting of the year at Thruxton, and it's the opening round in the Forward Trust championship. Both Wood and Jones are racing in this 15-lapper, but against them are Ian Taylor, Damien Magee, Mike Wicks, Tony Brise, Mike Tyrrell, Mo Harness and Barrie Maskell.

Fantastic mod sports entry

Over 60 mod sports cars are entered for two races counting towards the new Blue Circle championship. The opening race is for the 1150 to 2 litre and 2000 to 3 litre machines and with Jon Fletcher, Gerry Marshall and Geoff Gilkes in Elans, Ian Hall's new Mini Jem, Richard Jenvey's Midget and numerous Healeys and TVR Tuscanas, plenty of action is assured.

The big banger entry is vast, ranging from Harry Phillips' Corvette Stingray, Hough's Tuscan, Stapleton and Gray in Morgan +8s, John Pearson's XK and Z-types for de Sellen-court, James Mehew and John Burbridge. There's plenty more and with them will be the 1150 contestants including Bob Jarvis' Davrian Imp, Johnny Blades' Clan Crusader and Roger Cowdry's Ginetta G15.

Saloon excitement

There's full-racing and road going saloon races, counting for Forward Trust and Britax Championships. Will it be the turn of Chevrolet, BMW or Ford this Sunday for Group 1 honours? Representing Chevrolet will be Richard Lloyd and for BMW there's Gerry Marshall and Roger Bell while Gordon Spice, Tony Shaw and Brian Cutting have Capris.

Again class battles will be a feature of the racing with

Bernard Unett and Ian Ashley in Hunter GLS, Thorne's Firenza and Scamblebury's Opel among the entry.

Watch out for the special saloon race. "Big Gerry" has the Blydonstein Firenza matched against Crabtree's G2 Williams Escort, Woodman's Escort RS, Turner's Escort RS and Cutting's Escort Martin. The 1300 cc race should be just as exciting, especially in the 1 litre section between Payne, Nash and McHardy in Imps, and Hopkins and Saunders in Minis.

Completing this all-championship meeting is the opening round in the Castrol/MN sports GT championship and there could be quite a battle between John Jordan's McLaren M6B, Lot Hopkins' CanAm BRM, Martin Raymond's Chevron B21, Jeremy Lord and Peter Long in Lola T312s and Frank Astor's Astra.

It's a fantastic entry for this all-championship BARC South Western centre promotion. Thruxton is four miles west of Andover and the first race gets under way at 2.15 pm with practice in the morning.

Club racing at Croft, Silverstone and Lydden

In addition to the two big championship meetings this weekend, there are three clubmen's meetings. At Silverstone, the Jaguar DC have a meeting where the emphasis is on historic racing and there's a superb entry of varied cars. It also signifies the first round in the Spreckley Thoroughbred series, the Customs Classics GT series and the first Aston v Jaguar challenge race. Mike Salmon makes a comeback in the Aston Project 212.

At Croft, the BARC Yorkshire centre have qualifying rounds in the Wendy Woods saloon, BARC FF, Tate FF and Northern (Scorton) mod sports championships with other races for clubmen's and formula libre. The first race starts at 2.45 pm.

At Lydden, the West Essex CC are staging the circuit's first car race meeting of the season and there is the opening round in Formula Vee championship. First race at Lydden starts at 2.30 pm.

CATCHPOLE

By Barry Foley

THE TROUBLE WITH THESE NON-CHAMPIONSHIP RACES



THEY ALWAYS TURN OUT THE SAME, THE FASTER F1'S SCREAM OFF TO A RUN AWAY VICTORY

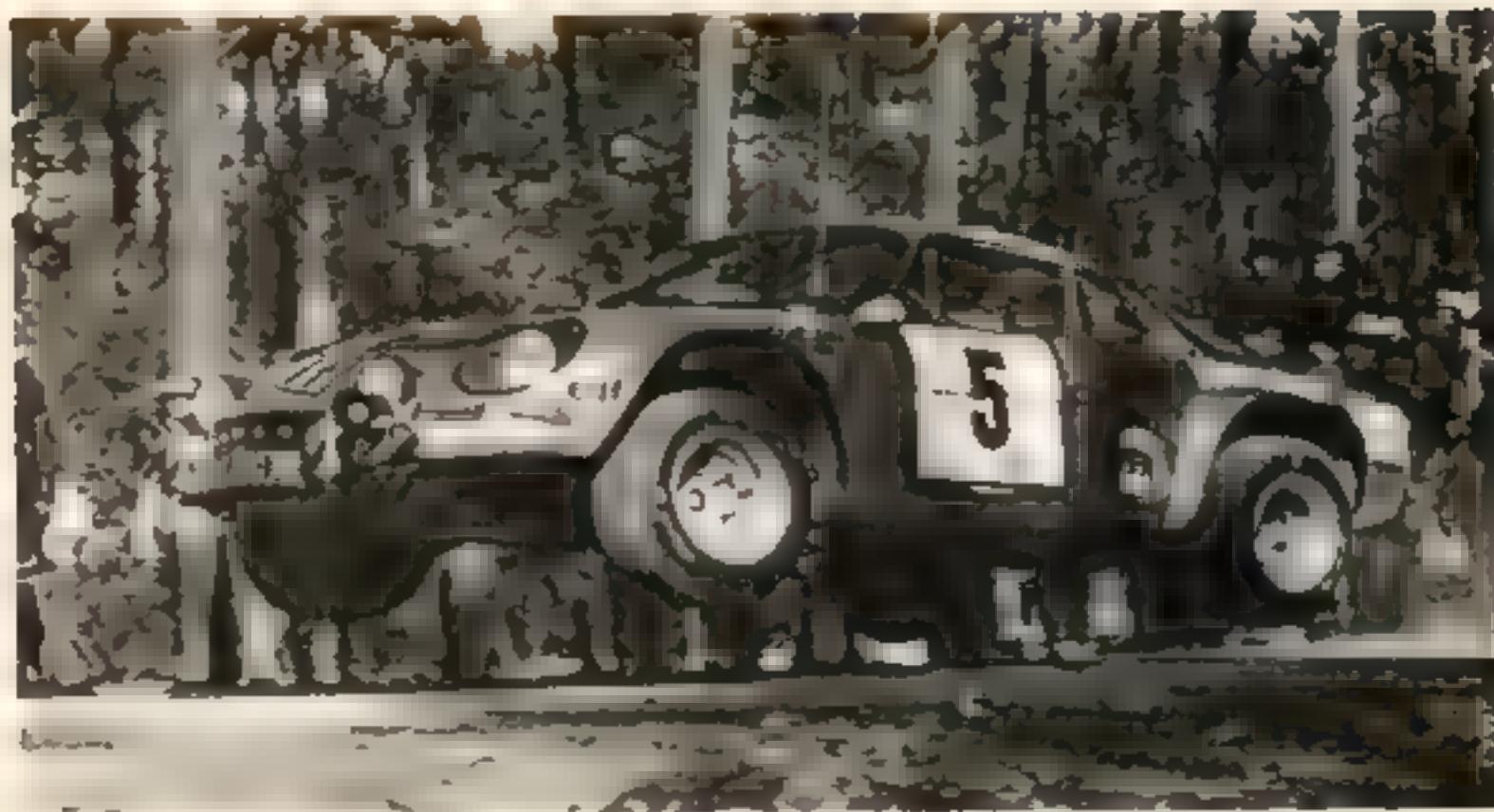


WHILE A COUPLE OF UNRELIABLE NON-COMPETITIVE 5000+ LHMPS HOME THREE OR FOUR LAPS BEHIND



CONT'D





Jean-Luc Therier and Jacques Jaubert jump their Alpine Renault 1800

Therier to the rescue

Story: JOHN DAVENPORT

Pictures: HUGH BISHOP

The year 1973 looks as if it may well be Jean-Luc Therier's. Driving a Renault Alpine 1800 with the verve of which only he seems to be capable, he won the third round of the World Rally Championship, the TAP Rally of Portugal, from his team mate, Jean-Pierre Nicolas. Leader for most of the distance was the third Renault Alpine of Bernard Darniche but he broke down on the last night. Therier was driving with Jacques Jaubert, the French journalist, as his regular co-driver Marcel Callewaerts was back looking after the job of arranging the service.

Darniche's was not the only car to break down in the rally and he was joined during the last night by the BMW of Achim Warmbold. John Davenport which until then had been harrying the Alpines with its newly found 18 valve power provided by Schnitzer. The entire Fiat team joined them in retirement with Altide Paganelli and Russo and Lello Pinto Arnaldo Bernacchini suffering mechanical failure and Bjorn Wallgaard Hans Thorselius adding another son of from the road to their growing list. Porsche Salzburg at one time looked as if they would be around to pick up the honours behind the Alpines for although they lost Herbert Grunstetl Georg Hopf and Georg Fischer Hans Sebert quite early in the rally, they put two more VW 1302Ss in contention with Tony Fall Mike Wood and Harry Karlstrom Claes Blidstrom until the last night.

The lone Toyota of Ove Andersson Jean Todt crashed while going well on the first full night of the rally and indeed this year's event seemed marked by more shunts than usual. The longest surviving of the Swedish BMW team, the Group 2 2002 TI of Leif Asterbag Anders Gullberg went off the road after a rally long battle with the works Fiats. Apart from the two Alpines, the Daf 55 of Claude Laurent Christian Delferrier and the Hillman Avenger of Colin Malkin-Barry Hayes—non-Portuguese drivers generally finished for one reason or another and so for the first time in several years, the local drivers had a hey day with Francisco Romaoz who finishing an excellent third overall with a works Citroen DS21 and Luis Netto bringing home one of last year's Fiat 124 Spyders in fourth place just ahead of Americo Nunes' Porsche Carrera RS.

The TAP Rally has had a meteoric rise to fame for 1973 is only the seventh time that it has been run as an international event. However, largely due to the incredible efforts of the TAP airline itself and the rally's energetic director, Cesar Torres, the rally has always had a good route, good organisation and a good entry. Past winners include Tony Fall (1968) Simo Lampinen (1970) Jean-

Pierre Nicolas (1971) and Achim Warmbold (1972) and the rally has always attracted its fair share of attention, perhaps never more so than when Tony Fall was disqualified from winning in 1969 for allegedly giving his wife a lift in the rally car.

The rally has until now always been held in early October but with its upgrading to World Championship status came a change to the middle of March when it was hoped that, among other things, weather conditions might be less dry and the rally thus avoid some of the very dusty conditions that it has suffered in the past. Unfortunately the very warm weather that Portugal has enjoyed this spring did not produce the desired effect but running it in the spring did reveal the Portuguese roads at their worst and with many of them still rutted from the last of the winter rains, the rally was the roughest edition for some years.

Despite the new date and status, it stuck very closely to its normal formula with many starting points in cities throughout Europe served by the TAP airline and all the routes converging on the ancient city of Coimbra on Wednesday lunchtime. From Coimbra the rally did a 7 h loop in the hills to the north encompassing a single dirt road stage of some eight kilometres near Viseu before coming to the first night halt at the seaside resort of Olir. It is typical of the excellent organisation of this rally that not only was lunch provided by the citizens of Coimbra but all the bookings for the rally crews were handled by the rally in Olir so there was no indecent scramble for rooms. After lunch the next day, the rally set out for Lisbon doing four more stages on the way plus the tight road sections on the infamous Serra hill. The classification from that first test at Viseu had been calculated overnight and the order of classification was the starting order from Olir, a device originated by the TAP to avoid any arguments about fast drivers being seeded behind slower ones.

Another night's rest in Lisbon and the rally proper got under way after lunchtime on Friday. It headed for the most northerly point

of Portugal and reached its night halt in Viana de Castelo in the early hours of Saturday morning. On the way, it tackled 12 special stages while there are a further 15 to be done on the way back to Lisbon Saturday night and Sunday morning. The pace was never slow though many of the difficult road sections had been dropped from the rally and some of them had been adopted as special stages. In the daytime, the average speed was 50 kph and at night it went up to 60 kph but on Portugal's twisty roads, even that was a challenge for tired cars and drivers. Most of the stages were on dirt but there are just five which are asphalt and those hardly made any contribution to the classification at all.

RENAULT ALPINE The French firm decided that it will win the World Rally Championship and with the loss of Jean-Claude Andruet and Ove Andersson, it concentrated its efforts on the three French "Muskeeters" of Jean-Pierre Nicolas, Bernard Darniche and Jean-Luc Therier. The latter is famed for not doing much racing for he normally does 1000 miles of the Monte Carlo in about five days while for the Swedish he didn't bother to practise at all, but for the TAP he was out early with his colleagues. During the race, Alpine did a lot of testing with their cars and had a full service out with them trying tyres and suspension settings which resulted in the cars coming to the start of the rally with quite a high setting, higher, let's say than we have seen them on the RAC Rally.

It was pretty evident that Alpine were going to make the running and they did so right from the start with Darniche/Alain Mahé setting fastest times over the Viseu test with Nicolas/Michel Vial just behind them equal on time with Warmbold's BMW. Therier was fourth fastest and consequently started fourth on the road from each of the heats with the BMW running in front of him. Once the rally proper had started, Darniche was to find it very much to his advantage to run at first car with no dust and it was for this reason that he was so consistently able to increase his lead while the others struggled on in poor visibility. The first dirt test where this really showed was Monte Junta but it was generally true of all the tests from Lisbon to Viana de Castelo.

The first setback that Darniche suffered was a puncture after the Nesperreira test which was included in one of the few very difficult road sections. It was there for instance that some of the works Fiats lost time and so did poor Darniche who dropped a minute unlike his team mates who were unpenalised. Due to the generosity of Nicolas who was now running on the same minute as Darniche, the rally leader was able to start the next test in his normal order and it was very evident that the Alpine drivers were working together as a team and not a collection of individuals. It made sense for Darniche to stay out in front and go as fast as he could in clear visibility while Nicolas harboured his reserves and if by going a bit more carefully he gave more dust to the BMW of Warmbold behind him—well, that was just a bonus.

At Viana, the Alpines were all in fine mechanical form and looked set to win though Darniche had been having a problem disengaging his clutch and during the hour of free service in the morning, the mechanics looked very hard into his gearbox. A rock had hit it on the front and that made the gear selection a bit weak, and Mahé had to hold the gearlever in as well as read the notes. However, it was not to be this problem that dropped them out of the rally for on Senhora da Graça—probably the roughest test on the rally—they had another puncture and drove to the finish on it. That did the rear suspension no good at all and the limited slip differential even less, so that though they continued, within an hour they were out.

At about the same time the main rivals to the Renault Alpine team also fell by the wayside which left Therier and Nicolas with only each other to drive against as they were

20 m clear of the next car. On the very last stage, Nicollas had a puncture and stopped to change it rather than risk any possibility of breaking down at the last moment. FIAT. Despite the evident potential of their new 124 Abarth Spyder, Fiat had not been able to capitalise on it. The TAP Rally was one event where they hoped very much that they could give it its first win or at least, put them on the road with a few championship points. Consequently they engaged three works cars for Bjorn Waldegaard Hans Thorselius, Alcide Paganelli, Nini Rizzo, and Lele Pinto/Arnaldo Bernacchini and, like their rivals at Alpine, did a very thorough reconnaissance with similar cars to those they were to use in the rally and with a service crew out to try different suspensions on the actual stages.

The rally started badly for Fiat for on the first and crucial stage of Viseu where they had a good chance to do the best time, all three cars had a problem with their new side exhausts closing up after being hit by stones from the front wheels and consequently the engines losing power. Immediately after the test, the Fiat mechanics rectified the problem by chopping off the last 6in of the exhaust but it was too late and Pinto was classified behind the BMW Sweden car of Astehag while the other two were behind all the Alpines.

During the part of the rally from Oporto to Lisbon, the Fiat ran well except that Paganelli had an unfortunate incident when on Bon Viagem he left the road on the exit to a hairpin and knocked down a television cameraman and also had to be pushed out of the ditch. The film from the man's camera later made spectacular TV viewing for the Portuguese but the cameraman will have plenty of time in hospital to regret standing so close to Mr Paganelli. Of the three cars the Italian drivers were using the gearbox with Colotti insides while Waldegaard stuck to the quiet Fiat unit which he said was more pleasant to use though the synchromesh was a bit weak from third to fourth.

On the run up to Viana the Fats went quite well. They had difficulty getting to grips with the Alpines on level terms though on some stages they were quicker. Paganelli was the only one to have any real problem when the mounting for one of his rear suspension units came loose and he had to drive three stages before it could be changed. Most unfortunate was Pinto who stopped to assist the Andersson Todt Toyota when it crashed and consequently lost 3m on the road which dropped him considerably in the classification. The TAP organisers were quite willing to scrub the penalties but the Sporting Commission said "no" which seems to be a very strange way of encouraging drivers to stop and help others hurt in accidents.

After Viana Waldegaard evidently decided to attack and on Orbacem he set best time and won a 10,000 escudo prize put up by the Viana tourist board. He was consistently fast on these daylight stages until at Seijo a short tarmac stage over a dam road, he shot off the mountainside just before the finish line in a very tricky left-hand bend and rolled the car down the valley. Luckily neither he nor Thorselius was hurt apart from a few bruises which says a lot for seat belts and roll cages, but Fiat had lost their first car.

Not much later Pinto broke a front shock absorber while the one on the other side ceased to function. The culprit was the Senhora da Graca test and as there was no time to spare between that and the Friaa test he was forced to carry on with just the front springs doing their work alone. Friaa is not very gentle on a car and after 15 km the front suspension collapsed and the car was out. After his dramatic debut on the movies, Paganelli had been steadily regaining ground and passed through these two horrors with no problems but then on the following road section after leaving the service cars, he saw the water temperature start to mount. Stopping for water proved to be only a temporary cure and it transpired that the liquid was going through a hole in the cylinder-head gasket. They got as far as

the Arouca test but then the stopping for water was slowing them down so much that they had to retire.

The three works cars were backed up by two Italian registed but locally entered 124 Spyders prepared to last year's specification and with Portuguese drivers. Luis Neto had a bad start to his rally when he went off the road during the concentration run and damaged all one side of the car. Initially Mario Figueiredo was the faster of the two cars and got into the first 10 on the Viseu stage, but he then had suspension troubles and dropped out leaving Neto to take a very well deserved fourth place overall and score a few more points for Fiat.

BMW. The entry for Achim Warmbold in BMW's new 16 valve 2002 TI was official in all but name and was largely at the instigation of this young German driver who wanted to come back and do the event that he won last year. It was also an ideal opportunity to try out the new weapon of BMW Motorsport before its first official rally entry on the Acropolis later this year. Briefly the engine was a 16 valve Schnitzer version of the well known two-litre four cylinder engine which was developing just under 220 bhp. Most of the rest of the car was identical to the normal BMW rally cars except that to deal with the extra horse power fed to the rear axle, a rear axle cooler had been fitted. In fact, apart from a very minor water leak on the upper feed to the block, the engine gave no trouble at all though the fact that it was running on pure racing plugs did make it rather hard to start in the mornings and at both Oporto and Lisbon re-starts, it gave some of the competitors some exercise pushing it going.

Equal second fastest on the Viseu test was a very satisfactory result against three works Alpines and this was largely achieved by using studded Pirelli tyres which gave the car a very good grip in the rutted sandy track of the special stage. On the part of the rally up from Lisbon to Viana, the Schnitzer BMW kept the Alpines in sight quite well though its consumption of tyres was far higher than the previous year with the other engine. Its troubles started on Senhora da Graca where just before the end of the test, the car became very difficult to control. When Warmbold pulled out on to the tarmac, it was immediately clear that something in the steering was sadly amiss but despite a frantic search the mechanics could

find nothing. He continued on Friaa at a slightly slower pace but then two things happened in quick succession that wrote him to his rally. The first was that the rear axle cooling system sprung a leak and drenched him and Davenport with far from cold water and misted up all the windows while almost immediately afterwards, they clipped a tree stump and bent the already dodgy steering so that it was impossible to continue at anything much more than walking pace.

The Swedish BMW team was not much more fortunate for Lasse Jonsson Rolf Jagerstedt retired in their Group 1 2002 TI with a failure in the metering unit for the injection before Viana while the other Group 1 car of Arne Allansson Bo Sundberg broke the idler arm on the steering mechanism on the Preslimo stage and also retired. All the Swedish BMWs were very short of tyres for their arrangement with Pirelli seemed to have broken down somewhere along the line between Sweden and Italy. For Asterhaug in the Group 2 car this was a real handicap and he was doing stages on tyres that were not at all suitable. He eventually went off the road in the Cabreira test on a very deceptive left-hand bend which tightens on the entry to a village. Rather than hit the wall he chose to go off the edge but the car was stuck there for several hours until the rally had passed and a tractor came to pull them out.

VOLKSWAGEN. Porsche Salzburg entered four of their very impressive 1302 S VWs with two going to their regular Austrian drivers Heribert Grunsteidl and Georg Fischer and the other two to Harry Kallstrom and Tony Fall. The only difference between the cars was that Fall's had the new 1303 body with the wrap-round windscreen. Grunsteidl was the first one in trouble for on the very rough Peninha stage round the back of Sintra he damaged his exhaust and this had to be fixed before leaving Lisbon the next morning. Then on Arganil, Fischer had the gearbox mount break which lost him all his transmission and he retired while Grunsteidl left the road on Viana and retired. The other two were still learning their way around the car but by Viana, Fall had got the hang of his beetle to set a time equal to that of Waldegaard in the Fiat.

However on the second part going from Viana to Lisbon for the finish, Fall lost a fan belt on Senhora da Graca (where a 10%

Heribert Grunsteidl jings his Porsche Salzburg VW 1302S between the spectator banks



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J.S.Robson Ltd.,
Front Street, Consett 02072-2957

Harold Thompson and Sons Ltd.,
Tynemouth Road, North Shields,
Northumberland. 089-45 70346.

Chester Engineering Co.,
Bedford Works, Boughton,
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Wallace Arnold Sales-Service Ltd.,
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David Marshall Ltd.,
60-70 Shaftesbury Avenue,
Belfast BT7 2ES. 32222



and he and Wood were just discussing what to do about it when a rear wheel fell off. The only thing still attaching it to the car was the brake pipe so that was the end of their rally and just behind them, Kallstrom and Billstam had run into a problem with their VW. In that the link between the two throttle mechanisms for the two carburetors had broken and they could only accelerate on two cylinders. They lost considerable time on the two tests and by the time they got to Amarante and had it fixed by Herr Strasser the team manager (the mechanics had gone off to look for them) it was too late to continue in the rally.

CITROEN. Unlike last year, Citroen did not send a works team to the TAP but they did send some mechanics plus a car for Francisco Romaozinho as well as supporting the Z-team entry for Richard Bochnicek. Seppe Kernmayer from Austria. As so often happens, though the two DS 21s were prepared by the same hands and serviced by the same crews, Bochnicek had nothing but problems while Romaozinho had an almost clear run except for breaking a throttle cable in one of the very early special stages. Bochnicek had the main hydraulic pipe come adrift just before the Fafe stage and the night halt at Viana which cost him 40 minutes road time and then after the re-start in the morning he started to have troubles with the clutch which resulted in no drive after three stages and he retired at Ponta da Luma.

OPEL. The Tofa GM team in Portugal is now very well organised and like a lot of other GM dealerships is going into rallying in a big way. The rally route seemed to be lined with their service cars and they had four cars in the rally plus the French car of Marie Claude Beaumont/Christine Giganot. This car was a Group I Ascona which had come almost straight from the Lyons-Charbonnieres but it was going well until just before Viana, it shed a bolt from the control arm on the front suspension and the whole lot collapsed putting the girls out of the rally. The other Tofa cars had their problems but some idea of their potential can be gained from the fact that Meqeps/Amaral finished seventh overall and won the Group category.

A lone entry from Austria was the Opel Ascona of Gunter Jaeger/Harald Gottlieb which featured a full crossflow engine giving some 180 bhp with preparation and sponsorship by Annessl. Their rally nearly got off to a disastrous start when the rally car fell off the trailer with which Herr Annessl was bringing it through Spain. The rally didn't go much better for the car suffered a misfire in the early stages which was finally cured by borrowing a new coil from the BMW mechanics but the axle broke before Viana and they too were out.

DATSON. The might of Entreposto the Datsun agents in Portugal seems to have been decreased slightly for the only serious entry from them was the rather ancient 240 Z of Carlos Olivers/Barata which had some malaise of the rear suspension right from the start. It finally retired however when on the first Freita test it broke the quarter inch steel plate which holds the axle into the car at the rear.

The other main Datsun entry was that of Chris Sclater/Bob de Jong in the Withers 240Z which if anything is more ancient than the Entreposto car. Right from the beginning, Sclater was worried about the roof falling off which it finally did before Viana and it needed the attention of eight mechanics the next morning to weld on the screen pillars again. The petrol tank had been leaking most of the night and what with that and holding the windscreen in, even the irrepressible Mr de Jong was looking less than happy. They left Viana with the car pretty well repaired but within two stages they were out with a broken rear wishbone.

TOYOTA. The lone entry for Ove Andersson/Jean Todt comprised the same car with which he had driven in the RAC Rally with its twin cam engine still in very standard 135 bhp trim. The only changes were that in Interim the car has been back to Sweden where Andersson had carried out adjustments to the suspension to try and make the band-

lling better. He went very impressively with the car on this rally and it will be very interesting to see if it is 100 per cent competitive when he gets a full race engine which the Japanese claim gives 190 bhp. The accident which eliminated them took place on the difficult road section up to Castelo de Paiva after the first Freita test. A tightening righthand corner led to a patch of gravel and they went off the road, struck a wall and went over the edge. Pinto and Bernacchini stopped to help—they had just been overtaken by Andersson—and it took a bit of time to get poor Todt out as his hand was trapped between the seat and the hand brake. On removal to hospital he was found to have two broken ribs as well, while both of them had multiple bruises.

FORD. There was a big disappointment among the organisers when Ford could not come officially but they still had some Escorts from England. Tony Fowkes Peter O'Gorman were the longest lasting in their Cables and Components RS but on the last night a front wheel bearing gave way and on the same piece of road in Friday where he lost a wheel last year, Fowkes did it again. Vospers of Plymouth were involved with two cars but the Escort of Andy Michailidis Norman Anstis crashed on Boa Viagem with Anstis at the wheel and the stage was blocked for 20m while an ambulance went to their rescue. Young Chris Wathen and Tim Bosence in the other Vospers car went well until the gearbox called it a day when they lost all gears except first and top before Arroca. The Crompton Batteries car of Nigel Hollier Ron Crellin had a fairly extensive rebuild during the rally on the way down from the London start and eventually retired with a half-shaft pulling out of the differential but not before they had had a strut come loose on Peninha and punch its way through the outer wing of the car. They were able to continue from Lisbon as Francisco Santos lent them the front strut from his Escort which had retired itself on Penhing with a rear wheel coming

loose. Santos' car was a two-year-old RS which he had just had extensively re-prepared at David Wood Engineering. The problem with his rear wheel came about because he had had a puncture and was running with three radial tyres and one racing tyre on the rear CHRYSLER. This British Marque was represented by Colin Malkin Barry Hughes in a Withers-owned Avenger GT. Some trouble was experienced even before the car left England when it was discovered that the gearbox had been run-in without the use of any oil. On the Penhina stage, Malkin had a puncture just after the start and drove through on the flat tyre which bent a front strut which required changing before they left Lisbon. At Viana it was discovered that the studs holding the steering rack on to the cross-member had sheared and thus the whole thing had to be changed which was done in less than an hour and a half which cost them 20 m in road penalties. They then hit a bridge on Soajo, knocked the parapet into the river and were lifted back on by a load of willing spectators. They finished the rally 16th overall and won their class.

CONCLUSION

The TAP Rally was without any doubt the best organised of the championship events so far held and sets a high standard which other rallies will find hard to equal let alone beat. Renault Alpine once again have the championship well in their control having won two of the three events outright. At the moment neither BMW nor Fiat seem to be in a position to change the situation and as none of them are doing the Safari it will have to wait for Maroc to see if Renault can stay unchallenged. Therier is the man to beat this year and one wonders if he can surpass Ove Andersson's 1971 record with Alpine.

SPECIAL STAGE

Edited by Ian Sadler

A British-entered works Alpine

— Clark's of Narborough plan to contest RAC rounds

During the past few weeks there have been various rumours percolating from Dieppe and Leicestershire concerning a blue British-entered, rally car.

Pat Moss-Carlsson



It is now confirmed that a full works prepared Renault Alpine from Dieppe will be contesting most of the remaining RAC Rally Championship events. The Alpine will be entered and prepared by Clark's Garages of Narborough and Hinckley, a business with well-known motor sporting activities. The rally programme will be managed by former British Viva man Brian Gillibrand, a Director of Hinckley branch. The Alpine will be driven by Mrs Pat Moss-Carlsson, Britain's most successful lady driver. She has had innumerable rally successes since 1960 winning literally countless ladies' trophies throughout the world. Her greatest ever success was winning the classic Liege-Sofia-Liege

Rally in a works Austin Healey 3000, also in 1960 she finished 2nd to then her future husband Eric Carlsson on the RAC Rally following this with an outright win in the 1962 Tulip Rally.

Pat will be teamed with Liz Crelan who partnered her on the last two Monte Carlo Rallies; they won the Coupe des Dames on the 1972 event driving a Renault Alpine.

The Alpine will be entered under the team name of Clark's Renault Rallye Team and the first outing will be the Circuit of Ireland at Easter. Clark's will also be entering in the Welsh Rally, Circuit of Donegal, Manx Rally, Red Hackle and the Lindisfarne Rally.

Points fight

It is possible that both Russell Brookes and Nigel Rockey will be competing in both the Valentine Rally on March 31, and on the Servais Rally, the same evening. These two, who are locked in combat for both the Ford Mexico series and the C MN series, plan to charter a private aircraft from Edinburgh to Stansted. Rockey, who has a different vehicle for each championship (RS 1600 for MN, and Mexico), is almost certain to compete in both his quest to catch Brookes, but Brookes, with only one Mexico, is still trying to fix another Mexico for the Valentine.

Heggie's Clan for Valentine

Due to be delivered this week is Donald Heggie's Clan Crusader, which is to be supported by Burmah Casiroil, in time for the Valentine Rally. Last year Heggie won the Valentine, the first time out in what then was a new Escort. Special features about this car is that it will be unpainted, which should save about 8 kgs, and also there will be sound-deadening material fixed to the rear parcel shelf. Otherwise it will be a replica of Alan Conley's car, though the engine is being built by Hugh Shannon who has experience with the Claude Hamilton Chmax powered Imp raced by Birrell. Conley has been responsible for the transaxle assembly.

• Wylam Garage are planning a heavy involvement on the Scottish Rally, with no fewer than six Avengers being driven by their customers. Driving the ex-Conley Avenger GT which entered the TAP, Granite City, Jim Clark and last year's Scottish will be John Heward. Chris Stevens drives the hybrid GT-Tiger used by Alan on the Burmah and Stocktonians last year; Bates Jopson has an ordinary Tiger, whilst Mike Bolen, Robert Middlemiss and Conley are driving G1 GTs.

Acropolis

Entries for the 21st Acropolis Rally close on Monday, April 30. Taking place over 23 to 28 May, the rally starts and finishes in Athens. Total length of the event will be about 2800 km. The Acropolis is a round of the World Rally Championship for makes. Entries from: Automobile and Touring Club of Greece, Rally Secretariat, 8 Amerikis str, Athens (134)

Ecurie Cod Fillet awards

Brecon Motor Club recently received the "Ecurie Cod Fillet" award for the best British rally of 1972. The voting was as follows:

| | | |
|----------------------------|-------------------|--------------------|
| Grenlin Rally, 22 per cent | Pains Rally, 18 | Manx Trophy II |
| RAC Rally, 9 | Cyprus Rally, 7 | Cilwendeg Rally, 7 |
| Tour of Mull, 6 | Dukeries Rally, 5 | Illuminations, 4 |
| Others, 11 | | |

Brookes' plans

Russell Brookes has entered his Brooklyn Mexico for the International Welsh Rally in May although he has hopes of competing in an RS1600 as part of his quarterly prize in the Daily Express Ford Escort Rally Championship. At the moment this is by no means definite as it is not certain whether or not Ford will have a spare car for him to drive, especially as George Hill has already got a "works" car for coming third in last year's series. If Russell does not do the Welsh as part of his prize it would seem likely that he will do an event on the continent as there are no convenient RAC Championship rallies in the near future. An entry had been reserved for the Granite City Rally, but as this clashed with the Devil's Own, a Mexico Round, it was cancelled. Also the problem will become more complicated after the end of April as the second quarterly winner should be known, and he too will require a car.



Bill Mather and Neil Carter in their Shellsport RS1600

Shellsport choose Bill Mather

In addition to their support of the official works Ford entries, Shellsport are also entering a selected number of cars in club and national rallies during 1973 — one of which will be a Ford Escort RS 1600 for Bill Mather and Neil Carter.

Prepared by John Lievesley Auto Developments and maintained by WRM Engineering the car is finished in the new Shellsport colours of white, red and yellow and will be entered in

all rounds of the BTRDA Gold Star Championship together with the Welsh, Scottish and RAC and one or two other national championship events.

The Mather/Carter partnership has produced a number of good placings over the past two seasons, including a fourth in the first round of the 1973 BTRDA Championship and they hope to improve on this in the next round on April 1 in the South West Stages Rally.

Vicki Lambert demonstrates

Rally driver Vicki Lambert poses with the new Good-year G800 Supersteel general purpose road tyre. Announced on Tuesday, the new tyre is being manufactured in all popular sizes. Combined with steel belt construction is the use of polyester cord to limit the stretch of rubber and give reinforcing support. The tyre was launched at Silverstone where dealers and distributors were driven round the circuit by racing drivers including Jackie Stewart, Emerson Fittipaldi, Denny Hulme and Graham Hill.



Ystra Rally

The next rally in Dukeries Motor Club's calendar following the successful Observer Rally on March 10 is the Ystra Rally on April 7 & 8, a road event with selectives. The rally is being organised by Bob Fenton with assistance from Tony Willey and starts from B & K Thomas Garage at West Bridgford, Nottingham at 16.30 pm on the Saturday night.

This year, the event moves to the area south of Nottingham with the finish after approximately 150 miles at Stoke Rochford near Grantham. The rally qualifies for three championships: the BTRDA Silver Star Championship and the East Midland and North East Midland rally championships.

Tour of Lincs

Regulations for the third round of the Esso Uniflo BTRDA Gold Star and Triple C Rally Championships, The Bass Charrington Tour of Lincs, are now available. The event will start at approximately 08.00 on April 28 from Grimsby and should contain about 20 stages totalling some 30 miles before finishing at Scunthorpe at 17.00. The stages will all be on good roads including service and disused airfields and loose but well tarmaced farm roads. As entries are expected to be in great demand, the organisers have decided that the entry selection will be by ballot with the exception of 20 places to be reserved for special selection. The awards will be presented at an after rally party where meals will also be available. Entries (£9) and further details are available from the secretary of the meeting, Dick Newsum, The Old Vicarage, Scamblesby, Louth, Lincs Tel Sten 207 Day Lincoln 60404.

Devil's Own

Kirby Lonsdale MC are promoting their annual Thomas Motors Devil's Own Rally on April 28-29 as a qualifying round in the Daily Express Ford Escort and BTRDA Silver Star Rally Championships. The event will be mainly tarmac but will include a few loose and muddy tracks for good measure. It will be a 200 mile all selective route on maps 90, 90, and 91, and will start at the Killington Lakes service area on the M6 (southbound) at about 22.30. Entries and regulations are available from Mrs P Magson, 5 Byron Avenue, Bolton-le-Sands, Carnforth.

Scorpion

Entries for the Sutton and Cheam Motor Club's Scorpion Rally are nearly full with only 30 places open on the 10th. Qualifying for both the ACSMC and ASEMC championships the Scorpion is a navigators' event with the emphasis on accurate and quick plotting rather than complicated or difficult instructions. Taking place on April 7 & 8, the 185-mile route will concentrate around Newbury. S&CMC may require additional marshals to man the 80-plus controls.

Better Polish

This year's Polish Rally, included in the World Rally Championship for Makes, starts on July 12. Based in Krakow the rally will be in two sections. Special stages will account for 600 km of the 3,000 km route. Regulations will be issued in April and the roadbook should be prepared during May. The organisers promise a more difficult rally than ever before and would appreciate early notification from prospective participants. Regs from Automobilklub Krakowski, ul Solskiego 33, 31-027 Krakow Poland.

Bramell Trophy

Regulations are now available for the C/D Bramell Trophy Rally organised by the Shipley & District Motor Club, to be held on May 5-6.

Using Maps 90, 91, 95 and 96 the event will start from C/D Bramall, Bradford, and finish at the Falcon Hotel, Settle. The rally will be of an all selective nature, the clerk of the course being Phil Short, who navigates for Vicki Lambert, and David Farnell.

Regulations may be obtained from: Christine Kaye, 8 Aireville Crescent, Silsden, Near Keighley, Yorks.

Checkpoint

Hartlepool and District Motor Club's Checkpoint / Cleveland Rally over April 21-22 will have a slight change of format to the description stated in the regulations. Due to popular request the first half of the route will be issued one hour before start time instead of the first third before and the next third at the start. The second half's route will be given at the second petrol halt. The event is sponsored by a chain of NE accessory shops, Checkpoint, who will be providing a spares van at start, halfway and finish. Further information and spectator points from: L. B Hobson, 1 The Green, Seaton, Carew.



A cheque for £3,000 from Player's No 6, joint sponsors of the International Scottish Rally, was presented by Mr J. P. Shaw, divisional field promotions manager, John Player and Sons (centre, right) to Major R. Tennant Reid, secretary of the Royal Scottish Automobile Club, at a lunch in Glasgow recently. They are seen here with Mr William Linn, president of the RSAC and Player's No 6 girls Katie MacLean (left) and Joyce Brown.

Safari start draw

Results of the draw for starting numbers for the East African Safari Rally, first ten, are as follows:

- 1 Shekhar Mehta (Datsun)
- 2 Roger Clark (Ford)
- 3 Vic Preston (Ford)
- 4 Hannu Mikkola (Ford)
- 5 Sobieslaw Zasada (Porsche)
- 6 Rauno Aaltonen (Datsun)
- 7 Ove Andersson (Peugeot)

8 Bert Shankland (Peugeot),
9 Harry Kallstrom (Datsun),
10 Bjorn Waldegaard (Porsche).

The Safari starts on April 19 and total entries at the moment stand at 95 cars. Shekhar Mehta, who has just completed a full reconnaissance, reckons rain is about due in one week's time. There are several alternatives for the route depending on dry wet conditions.

Tough CytaX assured

C/MN contenders and Mexicos meet again this Saturday night, this time in North Wales for the CytaX Garages Rally, based at Llandudno. The quality of entry is so tough that Keith Wood, joint Clerk of the Course, said he had never had such a hard job seeding. "Practically any of the top twenty places could be changed around, with no effect." The route is 200 miles long, on maps 107 and 108, keeping to the east of the Conway, like last year. There will be two petrol halts, with the last "third" of the event being some of the longest, hardest rallying that Wood can recall. The start officially is at the scrutineering, after which there will be a halt and cars will leave properly at 10.30 pm. The Hydro Hotel is where the event is based, and special facilities and reduced rates are available to rally competitors and friends. A fully documented programme will be produced for spectators. As for the route, only about one mile will not be tarmac, and practically all the rest will be held over narrow lanes. "There will be nowhere for crews to relax especially in the later stages." The route was finally authorised a week ago, with hardly any changes to the originally intended route.

CytaX Garages, the rally sponsors, are Vauxhall dealers in Oldham, and it is therefore

hardly surprising that Martins, the other Vauxhall dealers in the town, should wish to compete. Will Sparrow and Nigel Raeburn crew their car, on Will's first C/MN outing in the car since the Cilwendeg. The other sponsors are the Oldham Evening Chronicle. Last year's winning driver Bob Jeffs starts at number one, this time with David Taylor, whilst last year's winning navigator, Colwyn Bay estate agent Neil Wilson, is to be seen with Malcolm Patrick, whom many tip as favourite especially after his promising run on the Bristows. The top twenty seeds are:

1. Bob Jeffs/David Taylor, (Escort RS1600); 2. Will Sparrow/Nigel Raeburn, (Martins Firenza); 3. Russell Brookes/John Brown, (Brooklyn Mexico); 4. Nigel Rockey/Paul White, (Hoopers Mexico); 5. Frank Person/Colin Francis, (DTV Viva); 6. George Hill/Peter Bryant, (DTV Firenza); 7. Malcolm Patrick/Nell Wilson, (Imp); 8. Alan Conley/Martin Holmes (CCC Clan Crusader); 9. Martin Clark/David Stephenson, (Escort RS1600); 10. Laurie Richards/Tony Beddoes, (Escort RS1600); 11. Andy Dawson/Derek Tucker, (Willment Mexico); 12. Bob Bean/Alan Greenwood, (Ford Sun Mexico); 13. Dan Roderick/Mike Woodward, (Gibbs Mexico); 14. Phil Cooper/Tony Viles, (Mini 1275GT); 15. Roland Young/David Cowell, (Allerts Mexico); 16. John Edwards Parton/Don Davidson, (Lloyd of Stafford Mexico); 17. Kevin Videan/Peter Valentine, (AVR Mexico); 18. Keith Watkinson/Jeff Smith, (Mexico); 19. Eric Jackson/Don Barrow, (Service Garage Escort RS1600); 20. Jimmy Bullough/Gerry Ryan, (Thomas Motors Escort RS1600).

POOLATE NEWS

After an absence of six months Main Ford Dealers, Warrington Motor Co, will soon be returning to the rally scene. Their driver will be Bill Baguley and the car is to be a Gp 1 Mexico. A programme of six or more events is planned including Mexico and Castrol MN events. Navigator will be Richard Morris when his commitments with Ian Harwood in the Withers-entered Rover Escort permit.



Damien Magee leads Mike Wilds and Russell Wood through Woodcote

SILVERSTONE

Jones darts ahead

If last Sunday's BRDC-promoted championship meeting at Silverstone is anything to go by, there's going to be some excellent racing at the "Home of British motor racing" this year. Every race bar one counted for a championship of some sort and the racing in every one offered something for driver and spectator alike. What looked like a very good-sized crowd filled the grandstands and the BRDC organisation helped to keep the tight timetable moving along swiftly, avoiding long gaps between races.

Alan Jones in a replacement DART GRD won the main race, the second round of the Lombard F3 championship, and his domination was also rewarded with the Driver of the Day award. Other highlights included a very spectacular Group 1 race won by Tony Lanfranchi's BMW from Roger Bell's similar car.

The only non-championship race started the afternoon off with 15 mod sports cars showing that this class is far from a dying one. Chief interest centred on the new conductor of the "works" TVR Tuscan V8, Brian Hough, who has painted the car in his familiar colour scheme of blue and orange, but only sat in it on the morning of the meeting. The power was a new experience and got the better of him on one occasion so pole position was annexed by another familiar face in a new car, former G4 driver John Evans, with a brand new Vengtune-powered Lotus Elan. At the fall of the flag, Hough blasted into the lead leaving Evans lagging while Syd Segal moved comfortably into third place in his ex-John Gott Healey 3000. The track was more than a little slippery and Hough was finding the hefty TVR, which has a track 7in wider at the back than the front, a considerable handful. Evans gradually hauled him in until at Becketts on lap 5 the Tuscan slipped from Hough's grasp and spun off into the barrier.

Evans was left with a comfortable win, in the course of which he came within 0.2s of Jon Fletcher's class record, so there should be some close racing between this pair this year. The TVR flag was still being flown in great style, however, by a newcomer to circuit racing Christopher White with a Tuscan powered by a 4.7 Ian Richardson-prepared Ford V8. After a push start, White showed fine form by carving his way right up to second

position by lap 8. A lap later, at Woodcote, a water hose burst, and the second TVR of the day tasted defeat in reverse. Happily, White had the safety belting to catch him as he spun to a halt on his own water, if you get the meaning! After Segal, who regained second place, came the indefatigable Bill Nicholson and his MGB although initially he was caused much anxiety by the attentions of a pair of Midgets driven by Malcolm Beer and Mike Donovan, the latter with only 1150cc. Both tiddlers lost ground towards the end but Beer won his class, the 1150 division being ignored by the BRDC on this occasion.

So great was the entry for the first round of the Esso Uniflo Special Saloon Championship that two races were called for, split somewhat unusually with the 850s running first with the 1300s, the latter class being a little thin on the ground. There was no doubt about the winner of this one for Bob Fox's smoky Mini-Clubman Twin Cam rushed away from the rest, led by Ralph Bryan in a BDA-engined Escort. The Ford never sounded quite right and was quickly caught by Eric Cook's Cooper S which had seen off the Mini Clubman of James Elliott. After two or three laps of close in-fighting, the Escort's engine gave up the struggle by ventilating itself in a non-standard manner allowing Cook and Elliott to proceed flagwards in a more orderly fashion, a considerable way behind the Fox. The only 850 unlap was Charles Bernstein's Mini, although he was never far ahead of Richard Belcher and Brian Coles in their Minis. This pair were lapped just before the finish and Belcher took the opportunity to pour on the coals and scrape into second by a bonnet. Mick Odell's return to racing with his fast 850 Imp lasted as far as the first corner, where he spun to a halt with a puncture.

There was a really impressive entry for the first round of the Tricentrol (lately LuMo) Clubmen's Championship and a last minute change of driver saw Vernon Davies arrive on the grid in pole position with his already successful U2 Mk 11B. The Welshman asserted his authority immediately and led all the way while there was a fine old car-up going on behind. At first, Richard Mallock in Terry Cockerell's U2 Mk 11B was hot on the heels of Davies, which caused much brake-locking at

Becketts on the first lap and sent Mike Sales (Haggispeed Mk 2) into a spin from which he lost too much time to catch up although he continued to motor rapidly.

An early occupant of third place was S.J. Marler's new Gryphon C73 but he dived straight into the paddock on lap 5 and who should appear in third place and going like the wind but Richard Cresswell in his new, self-designed and built Phantom which had never turned a wheel before practice and started from the fifth row. The inexperienced Cresswell was driving superbly and set off after Mallock. His task was over two laps later when Mallock's clutch failed and the Phantom slipped into second for a very promising debut. Alex Ferrada relieved the Holbay engine monotony by taking third in his U2 Mk 11B after a good run from the outside of the front row while fourth was just taken by David White's U2, recovering well after a first lap spin, from the Gryphon C73 of Stuart Glass. Another "new" car to show well was the Access 7X, for which Lotus must take some of the credit, of Peter Evans which was lying fourth until the clutch gave up.

The leading 1-litres found themselves mixed up with Lynn Lacey's U2, arguing about sixth place. The power of Lacey's car kept him in front but his slower cornering at Woodcote on the last lap baulked Martin White's U2 Mk 11, which had just equalled the class record, and allowed F1200 champion Peter Cooke to sneak through on the inside in his slightly older U2 Mk 8B and take the class by a nose at the finish. Third in this class was Creighton Brown's U2 Mk 11B which was motored very rapidly from the 10s mark.

Road tyres have certainly revived Group 1 as a spectacle even if life for the drivers is rather more unpredictable. The second Castrol Championship round saw the BMW 518 driven as at Mallory by Tony Lanfranchi and Roger Bell after the RAC had rewritten the weight rules during the week and allowed standard cars to run with homologated ones. Richard Lloyd's Camaro from last week had been taken over by Les Lenon, who non-started, but another Camaro driven by John Olding, who raced an Anglia t/c many years ago, joined the BMWs on the front row and split them when the flag fell. The first few laps were quite the most fraught Woodcote and Becketts have seen for many a day although Lanfranchi seemed able to keep his ShellSport car in front of the panel bashers. Eventually Olding and Bell rubbed wheel arches so hard that the Camaro's front tyre deflated. This led to rather a nasty scene in the paddock afterwards but rumour has it that BMW, now that their weight problems are sorted out satisfactorily, have asked the RAC to take a closer look at the Camaro, which is what club racing is all about after all.

Gordon Spice tried hard in his Capri to stay with the German cars, almost succeeding but finally having to settle for third while John Brindley's ex-Brodie Capri was a spectacular fourth. Roger Clark, deputising for John Handley in one of his own Alfa Romeos, treated the crowd to some lurid cornering in order to stay ahead of Tim Stock's Firenza which won the £1,500 class. Barrie Williams, reinstated Mallory class winner, was unable to add to his points this time after his Firenza was thrown off the grid as a reserve. Ivan Dutton won the £1,050 class in his Escort Sport as is his wont while the bargain basement went to the Lanfranchi Moskvich driven by 16-year-old Eric Horsfield from the MRS course at Croft who is rated very highly by his tutor and certainly seemed to justify Tony's confidence in his first ever race. Those are the bare facts, the spectacle on this occasion had to be seen to be believed.

The Formula 3 grid suffered from several non-starters but there were still 19 cars ready to go. On pole position was Alan Jones in his last year's GRD 372, standing in at the last minute for his 373 which was written off at Snetterton on Thursday to keep the F2 car company. Alongside was a surprise in the person of Mike Tyrrell and his Ensign LNF3/72 while Russell Wood completed the front row in his Chequered Flag March 733,



Tony Lanfranchi's BMW won the G1 race with Spice's Capri on the inside.

running with a new rear wing mounted further back. Mike Wilds's Dempster Ensign LNF3/73 shared the second row with another surprise, Richard Roberts's new Myson Racing GRD which the ex Formula Ford man had taken round under the minute. In his first F3 outing Tony Briss had his new GRD 373 for the first time but had a flat engine to propel it and started well back while Ian Taylor's Betty Group March 733 was at the very back after the metering unit had seized on the second lap of practice.

When the flag fell, Jones shot into the lead in the dark blue GRD chased by Wilds, Wood and Damon Magee's Paliiser from the third row. Australian FF man Larry Perkins nudged Briss at Becketts with his GRD, causing the Kent driver's retirement with a damaged oil radiator and delaying Perkins by several laps. As Jones drew away, Wood tried desperately to throw off Wilds and Tyrrell, showing a new turn of speed, brought them up with the black March again. Wilds re-passed Wood on lap 12 and very briefly Tyrrell went through too but Wood wanted those six points, even if he couldn't do anything about the flying Jones, and it was March, Ensign, Ensign at the finish. Harness and Magee were joined by Kuwashima and Brian Henton's GRD as the race progressed. Roberts having retired, after a good drive, with a broken metering unit rod. The Japanese driver spun at Copse on lap 18, delaying Magee and causing Henton to spin too, so the latter retired as the oil pressure had fallen anyway. Harness was away to take fifth while Magee now had problems coping with Neil Gunn's GRD. On the last lap the two cars touched at Woodcote, the Paliiser spinning way down the field while Gunn took the final point after a good performance which included fastest lap. Seventh was Taylor's March which could have been in the first six but for a spin at Woodcote, after which Taylor looked one of the fastest drivers in the race.

taking him all sides of marshals' posts and other cars, although he still kept going.

For a time it seemed that Wood might break away from the two Ensigns and catch Jones but it was not to be and some determined driving by Wilds and Tyrrell, showing a new turn of speed, brought them up with the black March again. Wilds re-passed Wood on lap 12 and very briefly Tyrrell went through too but Wood wanted those six points, even if he couldn't do anything about the flying Jones, and it was March, Ensign, Ensign at the finish. Harness and Magee were joined by Kuwashima and Brian Henton's GRD as the race progressed. Roberts having retired, after a good drive, with a broken metering unit rod. The Japanese driver spun at Copse on lap 18, delaying Magee and causing Henton to spin too, so the latter retired as the oil pressure had fallen anyway. Harness was away to take fifth while Magee now had problems coping with Neil Gunn's GRD. On the last lap the two cars touched at Woodcote, the Paliiser spinning way down the field while Gunn took the final point after a good performance which included fastest lap. Seventh was Taylor's March which could have been in the first six but for a spin at Woodcote, after which Taylor looked one of the fastest drivers in the race.

The second Esso Uniflo race mixed the V8 mounters with the flying thousands. At the

Brian Hough spun his TVR Tuscan when leading



Peter Scott Russell interviews modsports winner John Evans.



front it was Mick Hill again, the anticipated challenge from Tony Hazlewood's DAF-Rover not materialising. And Hill has a 6-litre Capri on the way, too! Hazlewood was pursued hotly by Brian Cutting's Escort-Martin V8 but the stewards quite rightly disliked the trailing exhaust and Cutting was black-flagged to remove the offending equipment. Third was therefore taken by Tony Strawson's Ford Falcon with Tony Sugden's Brook Hire Escort TC never far behind. Bill Cox was the last of the unlappped in his Capri-Chrysler while Ray Edge was the sole survivor of a three-cornered tussle for the 1-litre class, his Mini-Holbay outlasting Ray Payne's Imp and Steven Soper's Mini which retired with a broken cam follower and no petrol respectively. All three shared a new class record while Hill also broke the record for his class as he raced away from the DAF.

Bobbie Bell won the Jaybrand Formula Libre finale to give his BRM P83 its first win ever, although 5.7 litres of Ford V8 now substitute for an H-16. John Campbell, sometime F3 competitor in a Brabham BT21, has shaved off his beard and bought a hairy motor car instead. His "new" Surtees TS8B, in which he was having his first race for several years, ran well to take second ahead of the ex-Derek Bell F2 Brabham-FVA BT30 of Alex Seldon and Chris Chant in an older Brabham BT23C. Lol Hopkins started from the 10th mark with his CanAm BRM after missing practice, thundered up to sixth, and then slowed to a crawl with a rapidly failing clutch.

IAN TITCHMARSH

Modified Sports Cars (10 laps) 1. John Evans (6-litre Capri) 2m 54.0s + 0.8s 4 mph; 2. Bill Cox (Capri-Chrysler) 2m 54.2s + 0.3s 4 mph; 3. Mick Hill (DAF-Rover) 2m 54.6s + 0.3s 4 mph.

Over 2000 cc class 1. John Pearson (J8 Jaguar) 2m 56.0s + 0.2s 4 mph (given); other finishers: Festival lap; 2. Brian Hough (TVR Tuscan V8) 2m 57.4s + 0.1s 4 mph.

2000 to 1000 cc class 1. John Evans (6-litre Capri) 2m 58.0s + 0.1s 4 mph; 2. Reg Evans (Ford Capri) 2m 58.2s + 0.1s 4 mph; 3. Brian Henton (GRD) 2m 58.4s + 0.1s 4 mph.

Under 1000 cc class 1. Tony Briss (GRD 373) 2m 59.0s + 0.1s 4 mph; 2. Ian Taylor (Betty Group March 733) 2m 59.1s + 0.1s 4 mph.

1000 to 500 cc class 1. Steve Harwood (Mo Harness) 2m 59.8s + 0.1s 4 mph; 2. Mick Doherty (Mo Magee) 2m 60.1s + 0.1s 4 mph.

Festival lap 1. Tony Briss (GRD 373) 2m 60.4s + 0.1s 4 mph.

Esso Uniflo Series 3rd event Championship round (10 laps) 1. Tony Briss (GRD 373) 2m 54.0s + 0.1s 4 mph; 2. Brian Henton (GRD) 2m 54.2s + 0.1s 4 mph; 3. Mick Hill (DAF-Rover) 2m 54.6s + 0.1s 4 mph; 4. Tony Edge (Ford Escort) 2m 55.0s + 0.1s 4 mph; 5. Alan Cooper (Ford Escort) 2m 55.4s + 0.1s 4 mph; 6. Steven Soper (Ford Escort) 2m 55.8s + 0.1s 4 mph; 7. Tony Strawson (Ford Falcon) 2m 56.2s + 0.1s 4 mph; 8. Mick Doherty (Mo Magee) 2m 56.6s + 0.1s 4 mph; 9. Brian Hough (TVR Tuscan V8) 2m 57.4s + 0.1s 4 mph; 10. John Evans (6-litre Capri) 2m 58.0s + 0.1s 4 mph; 11. Tony Lanfranchi (BMW 2002) 2m 58.4s + 0.1s 4 mph; 12. Steve Harwood (Mo Harness) 2m 59.0s + 0.1s 4 mph; 13. Peter Scott Russell (Ford Escort) 2m 59.8s + 0.1s 4 mph; 14. Alan Jones (BMW 2002) 2m 60.1s + 0.1s 4 mph; 15. Tony Lewis (BMW 2002) 2m 60.4s + 0.1s 4 mph; 16. Mick Doherty (Mo Magee) 2m 60.8s + 0.1s 4 mph; 17. Alan Jones (BMW 2002) 2m 61.2s + 0.1s 4 mph; 18. Alan Jones (BMW 2002) 2m 61.6s + 0.1s 4 mph; 19. 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Alan Jones (BMW 2002) 2m 116.8s + 0.1s 4 mph; 157. Alan Jones (BMW 2002) 2m 117.2s + 0.1s 4 mph; 15



The central hall of the Geneva show

Few novelties at the Geneva Show

By JOHN BOLSTER Photos by NIGEL SNOWDON

The Geneva Show is usually a favourite occasion for launching new models. British manufacturers often choose to present their latest offerings in Switzerland because the early spring sunshine is so much more cheerful than the dark, damp days in which other shows are held. The French have favoured Geneva, too, and the Italians, with no Turin Show to look forward to this year were expected to unveil something new.

In fact Geneva presents fewer real novelties than ever before. There were whispers of a new V8 engine for the Ferrari Dino and some people were anticipating a major British launch but both these proved to be wishful thinking. Nor had the Italian coachbuilders had time to think up anything new since Turin in November. In any case, the Italian industrial situation has been so bad that models which have already been introduced are still not being made in worthwhile numbers—an example is the Lancia Beta, which we have been unable to test for this very reason.

Perhaps the most important presentation at Geneva by a big manufacturer is that of Mercedes-Benz. A new range of 4.5 litre cars is shown, three of which have body styles in common with the 3.5 litre models but the fourth, the 450 SEL, is a new luxury car with a wheelbase 4 in longer than the other "S class" Mercedes.

The engine is a V8 of 92 mm x 85 mm (4520 cc), with a single chain-driven overhead camshaft for each bank. It has Bosch electronic fuel injection, which discharges into the inlet ports of the aluminium heads, the

net power output being 225 bhp at 5000 rpm. The fluid flywheel and 4 speed semi-automatic gearbox for styling belied of this firm have given way to a torque converter and 3 speed box, though 4 speeds are still used on the smaller six-cylinder models. The rear suspension now has conventional semi-trailing arms instead of low pivot swing axles, but an anti-squat device has been added and the

final drive ratio is 3.07:1 with a limited slip differential. These new models are not intended to be faster than the 3.5 litre cars but have really fierce acceleration.

Chrysler are showing their new 2.3 litre for the first time, a luxury version of the 180 with automatic transmission as standard. We have trial tested this car in France and found that the Torque-flite transmission with

The new long-chassis Mercedes-Benz 450 SEL with 4.5 litre V8 fuel injection engine



a European 4-cylinder engine just as well as it does the big Chrysler V8. Also shown is the new 2-door Avenger, a gay little car in GT form which will be seen in competition.

Ford have stopped selling their British products in Switzerland and are concentrating on the German models for this market. Brand new at Geneva are 2-door bodies for the Consul and Granada. It is interesting that Iso Rivolta, who have always used only Chevrolet engines in the past, are showing their cars at Geneva with Ford Cobra-Jet engines of 3762 cc, with a claimed output of 355 bhp.

If the big manufacturers are backward in producing new types, this is certainly not true of the small Swiss firm of Sbarro. Two extremely exciting models are shown of ultra-sporting aspect, with mid-engines and racing-type suspension linkages. The chassis are of multi-tubular construction, combined with glassfibre monocoques and reinforced with polyurethane foam.

The SV is a 3-seater, the third passenger being placed transversely ahead of the Wankel engine and 5-speed gearbox—actually, there are two twin-rotor Wankels coupled together. This vehicle has numerous built-in safety features. The other one, the Tiger, resembles a Porsche 917 at first glance. It is strictly a 2-seater and though various 7-litre American engines can be fitted, the car at Geneva had the 6.3-litre Mercedes-Benz V8. This vast power unit, surmounted by its fuel injection equipment, appeared to make the rear-view mirror useless, but perhaps no car can follow closely enough for this to matter. The big ZF 5-speed gearbox or an automatic transmission can be specified.

Immensely powerful mid-engined sports cars seem to fascinate the Swiss. Peter Monteverdi, another small local manufacturer, has redesigned his hairy Chrysler-engined device. The Hal 450 SS is now even lighter and more power has been squeezed from the engine, yet it still only costs 77,000 Swiss francs which, at the rate of exchange prevailing in Geneva at the moment of writing, is just over £10,000. This compares well with the Lamborghini Countach, for which 440 bhp and 300 kph are claimed, and for which 100,000 Swiss francs (say £13,333) are on the ticket. Somehow, the Countach, with its complicated transmission arrangements, is not nearly so aesthetically satisfying as the Miura, whatever its faults.

Let us leave the playthings of mad millionaires. Opel have had a lot of the right ideas lately and their high performance Commodore GS has received the treatment. The 2.6-litre 6-cylinder engine is replaced by a new 2.8-litre unit, giving typical General Motors low-speed torque and a useful net output of 142 bhp. There is also a 160 bhp fuel-injection version.

The engine of the big Opel Diplomat is largely of Chevrolet origin. This 5393 cc unit develops 230 bhp and is used in the Indra, a coupé produced by Intermecanica in Turin. The body is a small and attractive 2+2 and there is automatic transmission with a de Dion rear end.

The Monica is, in effect, an entente cordiale between an English designer, Chris Lawrence, and a French industrialist, M. Tastevin. Even since the Paris Show the Monica has been considerably altered, now having a great deal more leg room both in front and behind, plus Koni self-levering suspension. More basic is the adoption of a 6-litre Chrysler V8 engine, developing 290 bhp. As the car is a substantial 4-door saloon weighing 3630 lb, this power is necessary to give a lively performance and to make the claimed maximum speed of 150 mph possible. The chassis frame is of square steel tubes, with wishbones in front and a de Dion axle behind, a ZF 6-speed gearbox being used.

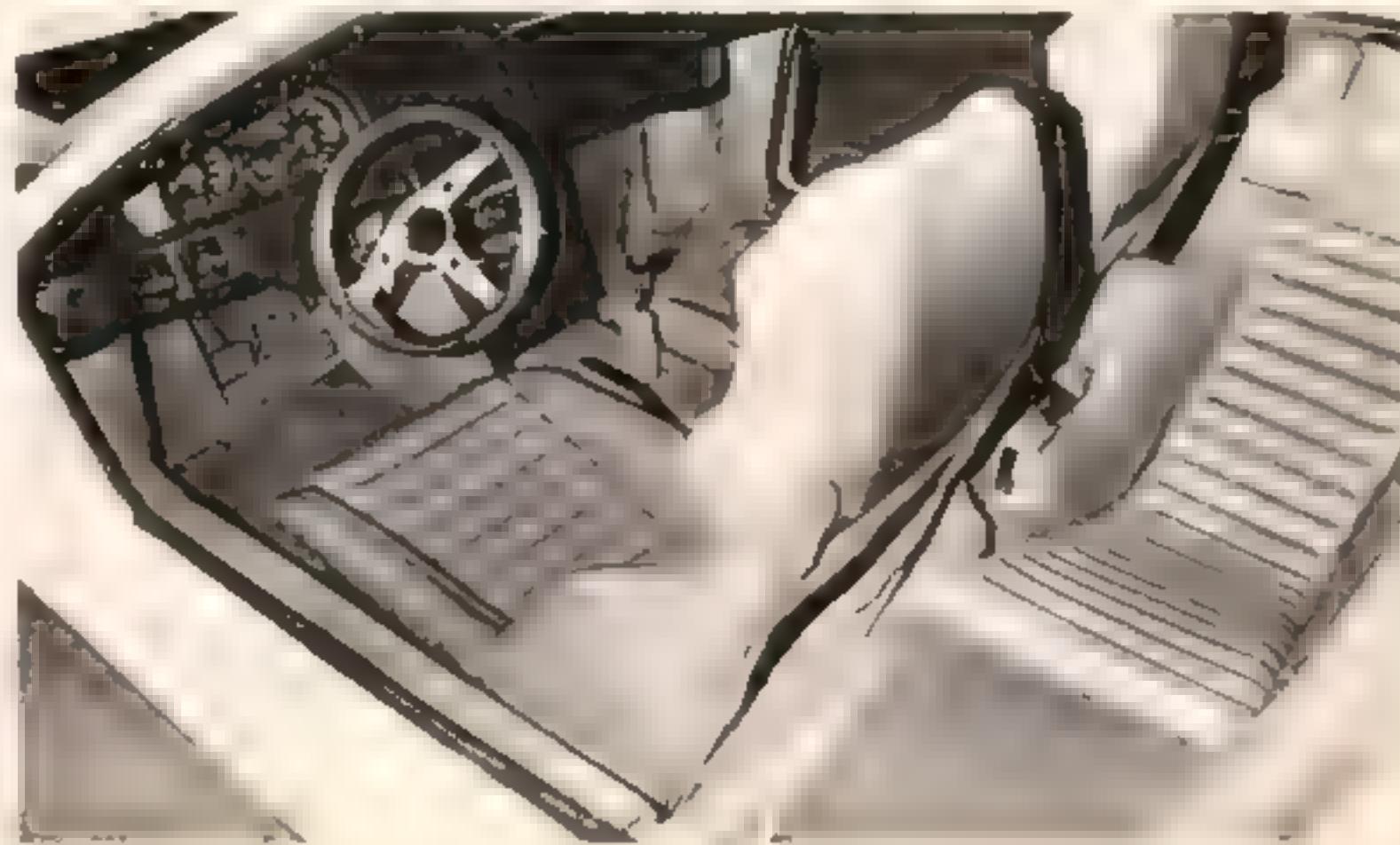
Much of the floor space at Geneva is taken up by vast displays of Japanese cars. The Toyota stand is enormous, dominated by the RV2 prototype. This is a dual-purpose vehicle which normally resembles a long, low four-seater saloon. However, an ingenious manipulation of the rear of the body converts it into a high and spacious camping car with beds and a dining table. Mazda, on the other hand, are pursuing the electric city-car dream bot-



The Indra by Intermecanica, an attractive 2 plus 2 powered by the big Opel V8 engine and with a de Dion rear end (above). A sports saloon that converts into a camping car—the Toyota RV2 (below).



A bargain at £10,000, the redesigned mid-engined Monteverdi Hal 450 (above). A transverse passenger seat and gull-wing doors are among the features of the Sbarro (below).



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Spoil your front end.

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Richard Grant Motor Accessories Limited, 3 Market Square, Eaton Bray, Bedfordshire LU6 2DG Telephone Eaton Bray 0525 220245 and 220246

Have you ever noticed the way the front end of a saloon lifts when it buys off? A similar thing happens to a Ford car when you look at the side.

This is just one of the things our Front End Spoiler helps to overcome.

It acts just like a wing in fact it can be dynamically designed using sections. It helps to hold your nose down when you're accelerating. And the faster you go, the more downward force it exerts.

It also tends to improve your steering. And your fuel holding.

It also takes some of the early wobbles out of side winds, the harder your front end is forced downwards the tougher it is to push it out of one.

While I'm giving you all these benefits, it also looks great.

We supply them in matt black finish but you can paint them to match your body or

make them a contrast by a colour.

You can stick stripes on it or decide badges, and numbers.

And it's made from high impact resistant plastic which weighs a trifling few pounds.

It's 6" by 18" and we each spoiler in individual shape to fit a particular car - they are not a universal fitting. So check the car colour and if you happen to included, the answer is yes it will. And what's more it's fit easily because all screws and instructions are included.

Front end spoilers can be obtained from all good accessory shops, garages and tyre depots.

If you have any difficulty please let us know.

Application list:

Mk1 & 1½, Mini Clubman all models, 1½, 1½, Fiat 127, Fiat 128, Fiat 131, Fiat 132, Fiat 133, Fiat 134, Fiat 135, Fiat 136, Fiat 137, Fiat 138, Fiat 139, Fiat 140, Fiat 141, Fiat 142, Fiat 143, Fiat 144, Fiat 145, Fiat 146, Fiat 147, Fiat 148, Fiat 149, Fiat 150, Fiat 151, Fiat 152, Fiat 153, Fiat 154, Fiat 155, Fiat 156, Fiat 157, Fiat 158, Fiat 159, Fiat 160, Fiat 161, Fiat 162, Fiat 163, Fiat 164, Fiat 165, Fiat 166, Fiat 167, Fiat 168, Fiat 169, Fiat 170, Fiat 171, Fiat 172, Fiat 173, Fiat 174, Fiat 175, Fiat 176, Fiat 177, Fiat 178, Fiat 179, Fiat 180, Fiat 181, Fiat 182, Fiat 183, Fiat 184, Fiat 185, Fiat 186, Fiat 187, Fiat 188, Fiat 189, Fiat 190, Fiat 191, Fiat 192, Fiat 193, Fiat 194, Fiat 195, Fiat 196, Fiat 197, Fiat 198, Fiat 199, Fiat 200, Fiat 201, Fiat 202, Fiat 203, Fiat 204, Fiat 205, Fiat 206, Fiat 207, Fiat 208, Fiat 209, Fiat 210, Fiat 211, Fiat 212, Fiat 213, Fiat 214, Fiat 215, Fiat 216, Fiat 217, Fiat 218, Fiat 219, Fiat 220, Fiat 221, Fiat 222, Fiat 223, Fiat 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the result is like an under-powered Mini, with no rear seats and strictly limited range.

Among the coachbuilders, Pininfarina show the Ferrari Berlinetta Boxer and the Alfa Spider, which we saw at Turin. Bertone shows only the Fiat X 1/9, no less than six of the little mid-engined spiders appearing on his stand. Michelotti has a rather pleasant Fiat 132 coupé, which we have seen before, and Zagato a more radical one which is less attractive.

In contrast, Frua have a very low 2 + 2 coupé, based on the V8 Fiat 130 but with Citroën self-levelling suspension. This is a really modern design with advanced safety features. In addition to the De Tommaso Pantera and Deauville, Ghia show a most interesting car. This is a prototype at present under development and is called Mustela II. Of delightful appearance, the body is a 2 + 2 with a turbocharged Ford 3-litre engine mounted under the front bonnet and developing 213 bhp at 5500 rpm. There is normal shaft drive to a chassis-mounted differential unit and the rear suspension is by wishbones.

The large American cars at Geneva look rather sad, because they must now carry vast bumpers which can move on impact. In most cases, too long cars become even longer and the appearance is spoilt. The rubber-covered bumpers of the Saab are much neater, containing plastic elements which can absorb a stress of 1.5 tons, with a deformation of only 4 centimetres, and return to their original shape without permanent damage. Even if replacement is required, the cost is about £150 and this can save body crumpling that would cost £150 to repair. For low-speed parking accidents, the plastic bumpers on the Renault 5 are neat and practical.

Though the Swiss have the reputation of being wealthy, they are not all after cars

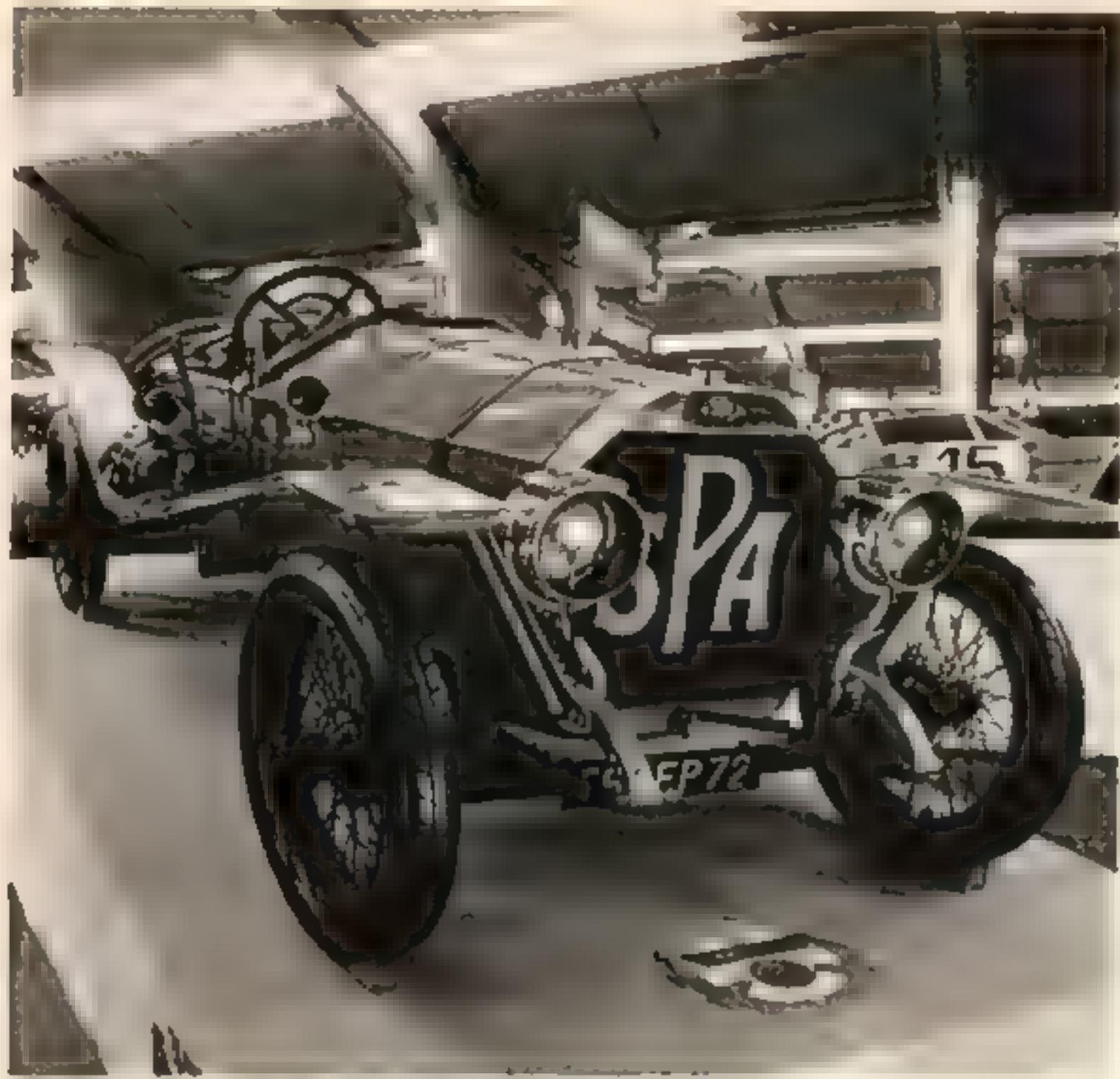


The Monico—this Anglo-French car, designed by Chris Lawrence, now has a 6-litre Chrysler engine (above). The new high performance 2.8-litre 6-cylinder Opel Commodore GS



The Ghia Mustela II with turbocharged Ford V8 engine and wishbone-type independent rear suspension (above). The Sbarro "Tiger" mid-engined sports car with fuel-injection & 3-litre Mercedes-Benz engine (below).





The 1912 SPA, one of the first Italian sports cars.

NEW CAR

Audi's 80 introduced

So often, new cars aren't really new. They may have new body pressings, which are apt to cost a few million, but a hoary old engine is hidden under the modern trappings. Alternatively, a power-unit of breathtaking novelty may be propelling a body which, if one ignores a few vulgar decorations in bright metal, was the *dernier cri* nearly a decade ago. The Audi 80 is different because it really is a new car, through and through.

The design of the new Audi is completely logical. Safety is obviously a paramount requirement, but this is primary safety, which avoids accidents before they happen. Let us forget Nader and his prehistoric battering rams for this is intelligent forward-thinking safety, the product of engineers who know that the better a car handles, the less likely it is to be involved in an accident. The now-accepted passive safety features are embodied, of course, but the Audi 80 will save many lives by helping the driver to correct his mistakes or to avoid the follies of others.

The Audi 80 is a 1300/1500 cc car with an advanced overhead camshaft engine and front-wheel drive. That is the blueprint of most modern saloons of medium size, but the Audi has something more. The makers call it "outboard scrub radius," but really it is a development of a very old principle.

When the centre-pivoted front axle gave way to the type with stub-axes hinged at both ends, the great advantage was that the steering was no longer jerked out of the driver's hands when a road-wheel met an obstruction. It was found that, by inclining the king pins on which the stub-axes pivoted, it was possible to reduce the shock still

further. Finally, the king pin was inclined outwards from top to bottom until its lower end, if extended in imagination until it hit the road surface, would also come bang in the middle of the tyre tread where it pressed the ground.

This was called centre-point steering and was found on all the earliest cars. However, for various reasons it was abandoned and most modern cars have the wheels offset outwards by what is called the centre-point distance. The main cause was the drag produced by fat tyres, and by pushing them outwards of the true centre-point position, they rolled a fraction of a turn when steered instead of remaining stationary and scrubbing on a single area. The designers heaved a sigh of relief because not only did this cure their intolerably heavy steering, but it gave them some space for big drum brakes, between the king pins and the wheels.

In the case of the Audi 80, the imaginary king pins have been taken right back through the old-fashioned centre-point position until they hit the road well outside the middle of the tyre. This gives the same rolling of the tyre when moving from lock to lock as the conventional offset in the other direction. It should be remarked, in parenthesis, that space for big drum brakes is no longer required and the other physical problems are automatically solved by the wide separation of the effective pivot points in the MacPherson geometry.

What is gained by offsetting the stub-axle pivot points in this way? Simply, that in ordinary driving there are no disadvantages and when braking on surfaces affording

like the Maserati Khamsin and the Rolls-Royce Corniche. Little cars have many advantages for their country roads and much interest is being taken in the Citroën Ami Super, which now has the flat-four engine of the GS and is consequently a fine hillclimber. The Peugeot 104 is new to the Swiss market and is extremely compact for a four-door car. It is most interesting that Simca show their front drive models alongside their live-axle cars of comparable size and you can get more performance for less money with the front-drive types, plus the advantages of independent suspension all round. The DAF has always been popular on this market and the 66, which has a de Dion axis, has its transmission and rear end bared to view for those technically inclined.

There is a large Podium d'Attraction on which successful competition cars are displayed. Many of these have been travelling round the shows, notably the Matra-Simca 670 of Le Mans fame. There is the BRM with which Jean Pierre Beltoise trounced the opposition at Monaco, an Alpine of the Monte Carlo Rally team, and a Ferrari 312P. Every type of competition is represented, the Ford Escort that won the Safari being present along with the Opel diesel record breaker. Racing engines are on view, notably the Porsche 917-10, and some earlier cars remind us of changes that have taken place, such as the six-cylinder Gordini sports car that now seems incredibly small. It is interesting, too, to see cars of Swiss construction, such as the Zebra with a 1600 cc Cosworth engine, built by two young mechanics MM Bernasconi and Fleury. There are a few historic cars shown separately, as is now fashionable at motor shows, and there is a Type 51 Bugatti so perfect that it can have been no more beautiful when M le Patron finished it and Achille Varzi drove it to win the Monaco GP.

Nevertheless, motor shows are all about new cars and perhaps there is rather a shortage of them at Geneva. This is not the greatest show that the Swiss city has seen, but it is still a very important exhibition, beautifully staged.

variable grip, the stability is greatly improved. Take a car which is braked in emergency with one front wheel on a slippery surface and the other with a full grip of the road. In a conventional car, the wheel which grips will not only encourage the car to slew towards it, around its centre of gravity, but it will also deflect the steering in that direction by reason of the centre point distance. This is an inbuilt oversteering condition which will increase the instability and cause the car to spin unless the driver has quick reactions.

When the stub-axle pivot points are outboard of the centre-point position, as in the Audi, the steering will tend to turn in the opposite direction. In the jargon used by engineers, the steering turns towards the disturbing force; this means that the setup is fundamentally stable. It's perfectly true that a driver who is extremely quick to react may perform this correction with an orthodox layout but the Audi puts a driver with slow reactions almost on an equality with him, which must be advantageous. Indeed, the car is working with the driver instead of against him. The manufacturers emphasise that their diagonal braking circuit is logical as an extension of this steering geometry. I am sure that the Audi is too well made to have even a partial brake failure, but demonstrations that I saw, in which such faults were caused deliberately, demonstrated that full braking could be used, even with the hands off the wheel, without causing the car to deviate towards the braked front wheel. A front tyre was also burst during heavy braking, with similar results.

Not only does the Audi have a new chassis but it also boasts a nice little overhead-camshaft engine. A sturdy design with five main bearings, its in-line valves are operated by a belt-driven camshaft through bucket-type tappets with skim adjustment. There are 1300 cc and 1500 cc versions, the latter

including an up-rated model of sporting character. The all-indirect four-speed gearbox may be replaced by the Volkswagen automatic transmission to choice. The MacPherson front end is complemented by a trailing dead axle, which carries a hefty anti-roll bar within the pressed-steel beam. The tandem brake master cylinders operate diagonally opposite wheel cylinders, as previously described.

The saloon body is attractive and the rear seat is very well placed, with no drive shaft or differential housing to steal the space, the 1300 models have twin headlamps to identify them. The driver has more leg room than usual at his disposal and the all round view is excellent. Even the 1300 has a rev counter, which is an unusual refinement and the heater is very powerful, with separate inlets for cool breathing air.

In some ways, I liked the little 1300 best of all. Though not quite as fast as the bigger engined models, it seemed both smoother and quieter and pushed the speedometer round towards the 160 kph mark on occasion. It can certainly exceed the claimed 92 mph maximum. The gearchange is light and positive, with a usefully high third gear. The Volkswagen automatic box, on the other hand, suffers from having only three speeds and tends to change up with a jerk.

The steering is quite outstanding and certainly demonstrates its theoretical advantages. Very light for a front-drive design, it is beautifully sensitive and gives great confidence on slippery roads. Cold winds were sweeping across Germany when I tested the Audi, but they were all outstandingly stable and could be braked hard in rain, snow, or slush. While the suspension absorbs the humps well, even on country lanes, the ride feels taut and firm without the slightest sign of wallowing. Though the engine is mounted far forward, there is less understeer than on the larger Audi models.

Road noise and wind noise are very well subdued and the transmission is also silent, such noise as there is coming from the engine. There are quieter cars but this is the sound of a willing little unit producing a lot of power for its size.

The Audi 80, in its various forms, is a good looking little saloon with plenty of room for four. In performance, ride, and roadholding it is right at the top of its class while, by the sheer excellence of its chassis engineering, it can avoid incidents which would become accidents in a more clumsy car. I shall be carrying out a full road-test shortly when my stopwatch will be busy, but I am sure that the makers' performance figures, which I quote here in the data panel, are by no means optimistic. Though the foreign exchange is now unfavourable to German cars, and the Audi is more expensive here than was expected in consequence, it is still an attractive proposition because of its advanced design and superior quality.

JOHN BOLSTER

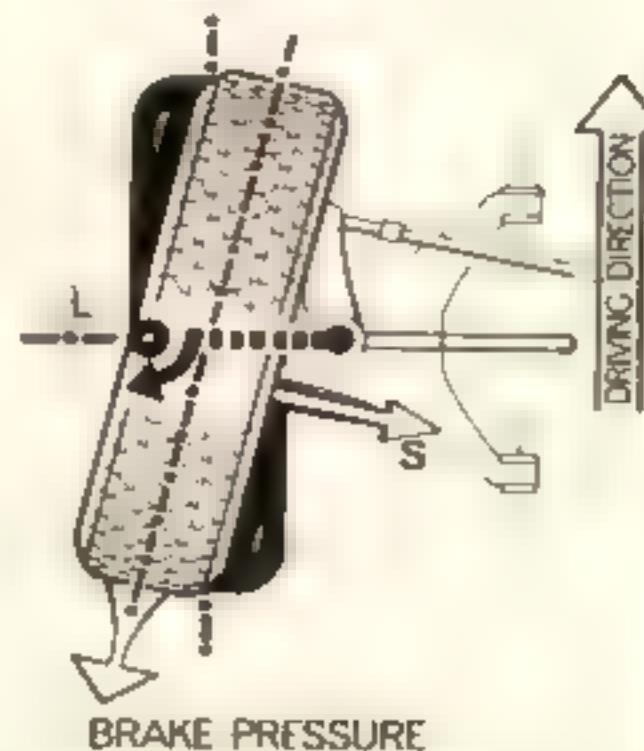
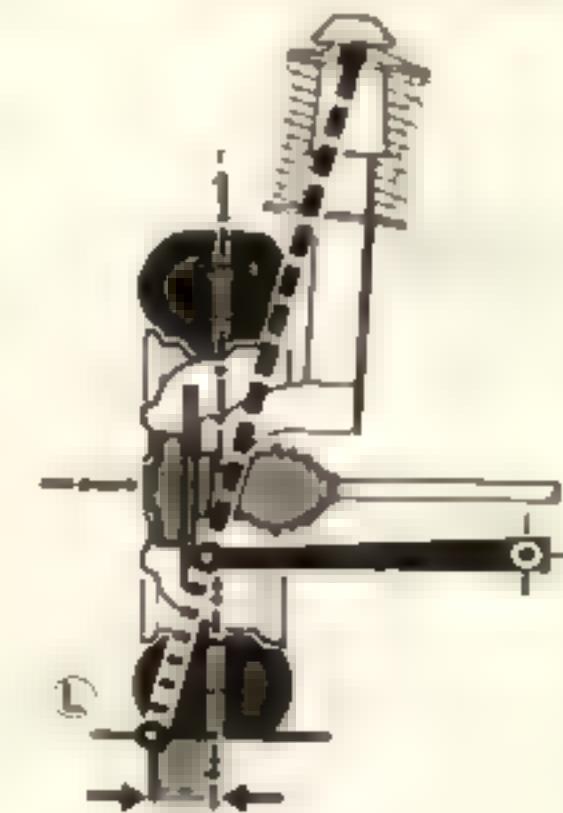
SPECIFICATION AND PERFORMANCE DATA

Cars tested: Audi 80 L, 80 LS and 80 GL as follows:
 Engines: 80 L: Bore x stroke 75 x 73.4 mm
 1295 cc. Compression ratio 8.5 to 1, 67 bhp at 5500 rpm. Seats 1-35 POS. 17" down-draught carburettor.
 80 LS: Bore x stroke 76.5 x 73 mm, 80 mm carb.
 Compression ratio 9.7 to 1, 75 bhp at 5500 rpm.
 Seats 1-35 POS. 17" down-draught carburettor.
 80 GL: All above except 85 bore 76.5 mm at 5500 rpm.
 Seats 1-35 POS. 17" two-stage carburettor.
 A types have belt drive overhead camshaft.
 Transmission: 3 speeds, dry plate clutch. 4-speed synchromesh gearbox with central remote control and 4-wheel drive. 110W torque converter and 3.9450 automatic gear box option. Drive-shafts to front wheels with Kappa constant velocity universal joints at 9 per cent. Quiescent revs 80 L 4430, 8430, 9354 and 15732 revs; 80 LS 3989, 4632, 9446 and 14202 revs; 80 GL 3880, 5631, 6450 and 14,071 revs.
 Chassis: Combined steel body and chassis. Independent front suspension by MacPherson spring/damper units and lower wishbones with anti-roll bar. Rear and front coil-spring independent suspension incorporating outward scrub radius geometry. Trailing dead rear axle on radial arms and Panhard rod with spring-damper units and anti-roll bar. Disc front and drum rear brakes with servo assist. Drilled disc diagonally connected servo assistance on 80 GL units on disc wheels. Tyred 155/70 tyres (80 L), 155/80 13 radial ply tyres (80 LS) 155/80 13 radials (80 GL).
 Equipment: 12 volt lighting and starting. Speedometer. Rev counter. Fuel and temperature gauges. Heating, demisting and ventilation system. Parking direction indicator. Windscreen wipers and washers.
 Dimensions: Wheelbase 8 ft 12 in. Track height 4 ft 8 7 in. Rear 8 ft 4 5 in. Overall length 17 ft 8 5 in. Width 5 ft 2 9 in. Weight 1641 lbs (80 L), 1674 lbs (80 LS), 1883 lbs (80 GL).
 Performance: Manufacturer's figures: 80 L: Maximum speed 92 mph. Acceleration 0.50 mph 10-60 sec 16.9 s, 0.75 mph 22.2 s.
 80 LS: Maximum speed 100 mph. Acceleration 0.50 mph 8.8 s, 0.75 mph 17.4 s, 0.75 mph 21.5 s.
 80 GL: Maximum speed 105 mph. Acceleration 0.50 mph 8.8 s, 0.75 mph 12.4 s, 0.75 mph 18.4 s.



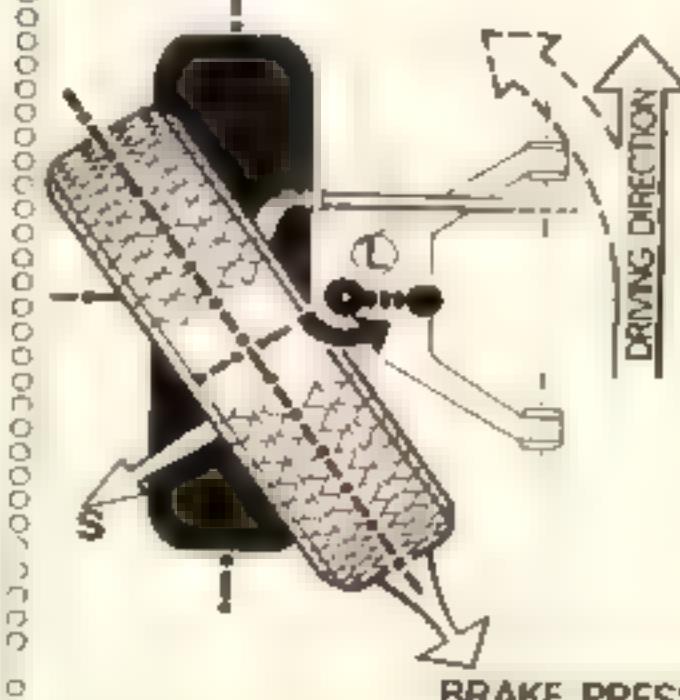
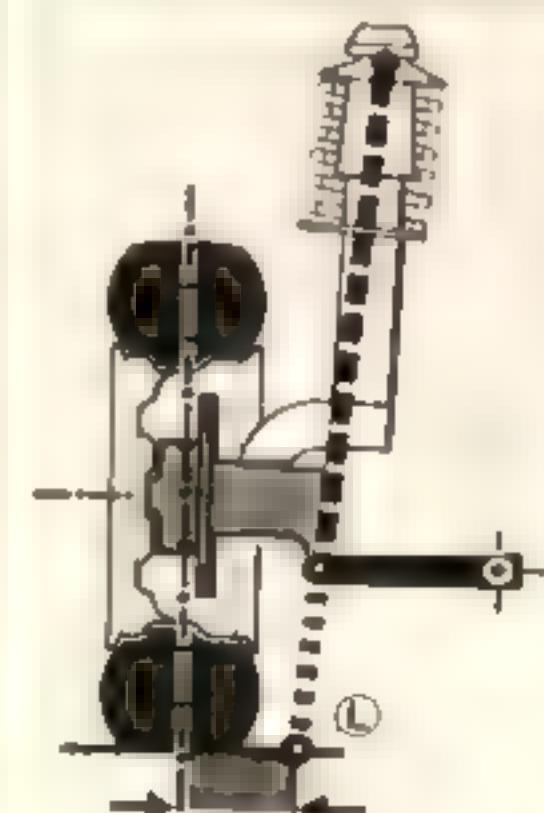
The Audi 80 GL, with compound carburettor, paired exhaust manifolds and a 105 mph maximum speed (above). These drawings illustrate the stabilising effect of outward scrub radius, as explained in the text. The left-hand diagrams are of the Audi 80 and the right-hand of one Type X (below).

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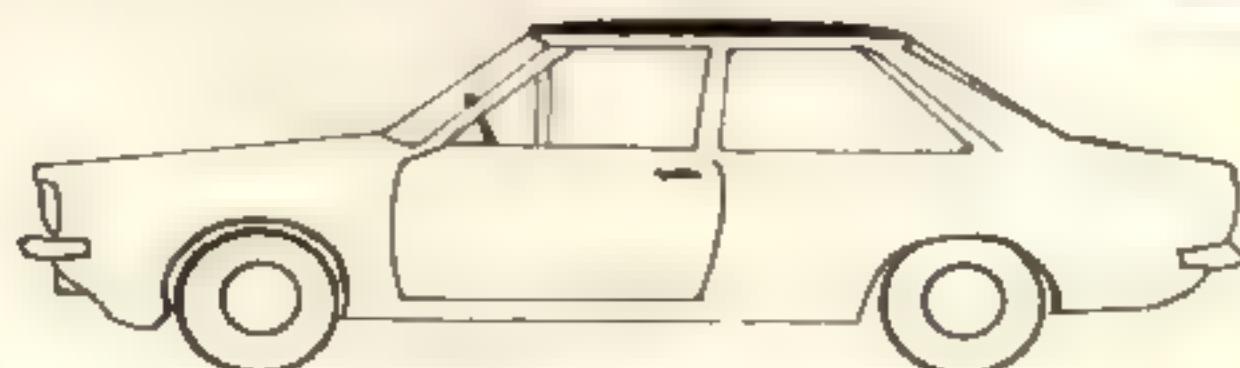
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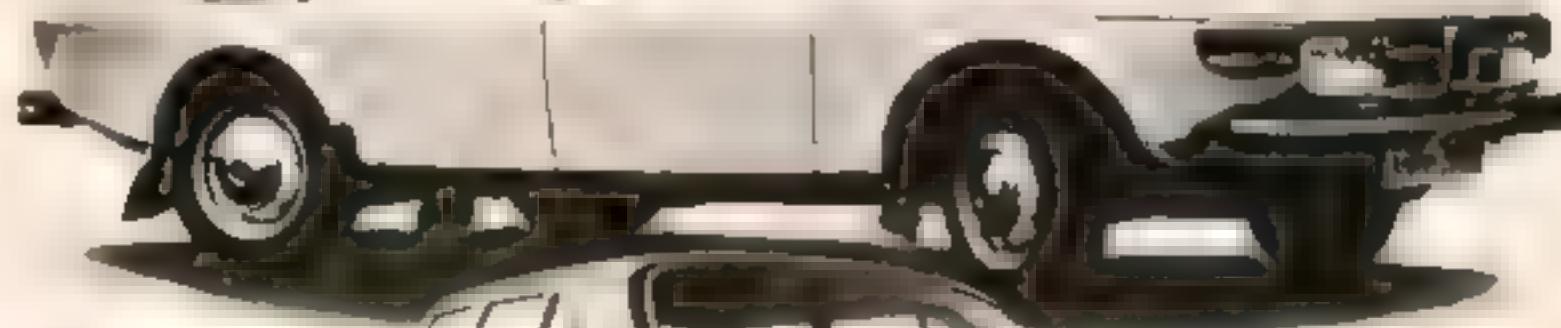
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PURELY PERSONAL



The truth about Formula 2 finances

Anyone who had looked at the financial scale for the Mallory Park Formula 2 meeting on March 11, and then at the investment involved in presenting a sensible and competitive team, would have had no second thoughts about it being impossible for anyone other than the back-markers to consider entering. But there were three other factors which changed the situation—that Mallory was the first race of the season; that certain teams were forced to participate because of contractual sponsor commitments entered into prior to the new Webb proposals; the short-sightedness of Motor Race Consultants who assured the organisers that they would receive enough entries.

For those who immediately say, "Ah, but the sport!" I would remind them that anyone who races a team or who makes race cars would not be in it unless they considered it a sport, as the return on investment is so minimal compared with many other forms of business. However, it should be reasonably fair to expect that a promoter who one year offers money in the region of £8500 in prize money plus, to selected graded drivers, something like £3000 to £4000 in start money, would not, the following year, attempt to put on the same race for only a guarantee of £4500 plus a percentage of the gate after a further sum is deducted for expenses. I am, incidentally, awaiting confirmation as to what this further sum may be, having not yet had it confirmed in writing. It is my view that unless a promoter can offer sensible and reasonable prize money, then an event should not classify for international status.

Motor racing has suffered too much from a dilution of its appeal through promoters running far too many events in a season, introducing far too many formulae and running too many "grand events" (according to their publicity) with only third-rate entries.

For Mallory Park, it was understood that there was always a risk about weather conditions, and the possible effect on the size of crowds at that time of year. However, if that risk is considered too great by the promoter he has no need to run the event as an international. It is my opinion that for motor racing and its entrants it would be far better to hold two or three major international events, with the opportunity for entrants to get sensible returns for the effort and expense involved. To try to put on events on the cheap can only harm the interests of the sponsors, public interest and motor racing in general in the long run.

I mention Motor Race Consultants as I understand that Mallory Park was maintained in the calendar because of their assurance of X number of entrants—the figure, I believe, was 18. It is amazing to me that people who have been associated with the sport for so long cannot realise that by practising this form of opportunism in order to make their band of private owners happy, they are not really doing the owners concerned, or racing,

any service. Every year the great hordes of people wishing to race their cars are always available at the beginning of the year. Then reality strikes when the bills for their engine repairs, general maintenance and running costs appear and they are not seen for the rest of the season.

F2, with the tremendous increase in interest in the 2-litre engine by major manufacturers, has an opportunity of being made a vital and sensible class of racing. But not if third-rate events are put on where teams with the latest type of equipment cannot afford to run except at a large loss; the entries are made up of large bands of private owners using last year's and the previous year's equipment; and promoters try to get teams to enter drivers such as Fittipaldi, Peterson, Hartwood, Pace and Regazzoni, etc., on the strength that they hope they are forced to enter because of their entrants' financial commitments to their sponsors, and because of the enthusiasm of both the entrants and the drivers themselves.

Now that we are in Europe it seems rather ludicrous that we should have large sums of money expended and sponsorship used up on a formula such as Formula 5000 which has no appeal at this moment in Europe outside England, and has so far virtually 99 per cent on the import of all its equipment, and then virtually from one manufacturer. On the contrary in F2 you have a class of racing in which the star drivers are interested in driving, the cars are interesting and pleasing to drive and interest throughout the world is mounting to the 2-litre area.

For America you cannot have a better formula than F5000, which is suited to the conditions in that country. But why can't we race cars with European engines? I have no personal axe to grind here and it is as easy for me to produce F5000 cars as it is F2 cars. However it does deeply grieve me to see the erosion which is taking place in some areas in relation to support for Formula 2 because of the narrow outlook and personal vendettas used by some of the people involved.

I personally would like to see a maximum of one championship and one non-championship F1 race in this country as there are now too many races in the Formula 1 calendar to allow sensible development and maintenance programmes. In turn, the country should be able to support two or three properly promoted championship-standard F2 races. You will probably have to change the name "Formula 2" because that immediately detracts from the form of racing. A European Championship open to graded drivers could be feasible, and would allow those promoters not able to run their F1 races perhaps to have a slightly lesser event but with the big names participating, which is the main consideration for many.

What about the private owners and the up-and-comers? There will still be as much

opportunity for them. There will always be plenty of club racing and, frankly, if a person is going to make it he will make it somehow or another.

Finally, a few facts about our team: we normally get outside support to an amount representative of approximately 35 per cent of the budget. The balance is to be generated from its racing and internal resources. For Mallory Park one driver needed to fly from Germany and the second driver needed to make his way to Mallory Park for both practice and race. Without any spares, two cars plus a spare engine for each and not allowing for spare wheels, tyres, etc, meant an outlay of £21,000. On top of that must be added personnel, spare parts, tyres, transporter, hotel expenses.

Additionally, our team sponsors contributed anything up to £450 to the organisers by taking page advertisements in certain magazines. They paid the organisers to allow their girls to distribute stickers and other publicity material; to show banners at the circuit; and to run competitions to assist in promoting the race in local newspapers. When we wheeled our two cars to the line we had, through our sponsors, assisted the organisers to this extent and made an investment which amounted to very nearly £50,000.

We are running machinery and equipment which over the season will depreciate in value by anything up to 50 percent. The circuit owners, apart from profits they have gained on the running of race events, are sitting on what is the finest investment at present available, land. On this subject I have seen many comments about the low return on capital which some of these circuits experience, but I have never seen that return on capital compared with true valuation on the increase of assets these companies have experienced.

Therefore, for the sake of sport, my two cars were wheeled to the line for the start of practice at Mallory Park and MCD had paid not one penny piece, even though they had used our name in trying to attract the public into the circuit. In fact, we would have paid for the privilege of entering through an entry fee. Should a top-flight driver in the graded class have got pole position (he didn't) then he had the worthy distinction of being singled out for a payment of £500 which, incidentally, is exactly half of that which a graded driver was going to be paid last year just to appear at the meeting.

It would be nice to be able to pick and choose the events, but you have to keep good faith with sponsors. However, it would be nice to think that promoters did not look upon sponsors as being their guarantee for getting away with "highway robbery" in the terms they offer for the meeting. In fact, promoters concerned with an event often state just that—X and Y have got to come because their sponsors will make them! Incidentally, for those promoters who are interested we are not bound to go to any event by our sponsorship agreement. Unfortunately Mallory had already had time and money spent on it by our sponsor by the time the financial terms were decided, which gave us in this case no option but to keep good faith.

John Surtees

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Clan homologation

Despite the recent flood of correspondence in the motoring press and with an RAC eligibility enquiry pending, the Clan Crusader has been allowed to compete in the first STP production sports car round at Croft (March 11).

This situation prompts several questions. First, has the STP championship been opened up to the specialist manufacturers (not a desirable situation)? In which case where were the TVRs, Marcoses, Ginettas, etc. Secondly, is the Crusader being allowed to compete pending the enquiry results? This would be equally undesirable as competitors who have involved themselves in expensive and time-consuming blue printing and preparation will probably find themselves out of pocket. Thirdly, there can be no doubt in anybody's mind that the Crusader is ineligible as Clan have made no attempt to extricate themselves from their present position by the most direct means available (ie, production of 500 engine/gearbox receipts).

LONDON, SE10. D E H BEAMS

Leave us alone

I see that, yet again, suggestions/threats are being made for altering the modsports classes. As one who has been materially affected by this year's change I really do not care how the classes are set, but for heaven's sake set them and then leave well alone (along with all the other regulations) for long enough for us to sort out our cars in accordance with those classes and regulations.

No wonder modsports racing is ailing and has been criticised for turning out "a shoddy bunch of cars." All our time (not to mention money) is spent altering engines and bodywork to comply with the latest senseless alteration in the regs. We have no time/money left to give bodywork facilities.

The classes will never be set to please everyone unless each model of car is run in a class to itself and even then I suspect some people would find cause to carp and complain. So please set the regulations once and for all and let them be.

I suppose, however, we shall have to wait to see if Group 3 succeeds (and for all mod-sportsmen's sakes let us hope that it does) as if it does then no doubt modsports regs will be relaxed a little. But if they are altered in any way, can we please, please have an assurance that they will be left substantially alone for two consecutive seasons at least to give us a chance to prepare our cars properly and to attract new blood to this class of racing.

LONDON, SW1.

EDWARD REEVE.

Take that

Ferrari supporter Peter Mann says in his letter (Correspondence, March 8) that the Grand Prix victories scored by John Player Team Lotus should not be included in the Lotus tally of victories because the Lotus-designed and -built cars have to be renamed John Player Specials. It is an interesting suggestion, especially in view of the fact that a number of the Ferrari total of Grand Prix wins was achieved by cars designed and built by Lancia, and which had been renamed Ferraris.

BALSTON. A. M. GORDON-MACKINNON.

Well, where's my Lotus 72 then?

Should a DIY magazine offer "Free Screwdriver Inside" and then not fulfil its offer, one would feel bound to report it under the Trade Descriptions Act. Unless you take immediate action, I am afraid I shall be forced to report you for your issue of March 15.

I do not refer to Willment's claim, on Page 36, that Mike Crabtree set a lap record at Thruxton in 1973 and is assured of fourth place in the 1973 Wiggins Toops Paperchase, when most of us are totally unaware of either Thruxton racing or W T Paper-chasing having occurred this year. The subject of my complaint is the message on your front cover, to whit: "Free Inside! Nine 1973 racing cars in colour." Thus tempted, I forked out my hard-earned three decimal shillings and was shattered to find not one single racing car inside, let alone nine. Beautiful pictures, yes; but free racing cars, no. So either you send me a Lotus 72 (or maybe I should now choose a Chevron B24?) by return of post or it's the Board of Trade.

Speaking of Chevrons, what a superb day's racing at Brands on Sunday. A Race of Champions nearly won by just about everyone bar Edgar Jessep, and equally exciting supporting acts. The sight of Yogi Muir in a BMW saloon entering Paddock Bend at over 100 mph . . . backwards, is one I shall not readily forget. And would you believe Chay Blyth winning that incredible Sparks Sportsman's race? Let's have more events like this! Maybe we can have a whole championship for FIA homologated celebrities. Later Ford could sponsor a similar championship for professional racing drivers clad in glass fibre silhouette replicas of homologated celebrities.

Nothing wrong with motor racing if some 45,000 souls can be persuaded to part with their warm beds and cold cash on a chilly Sunday morning, even after losing an hour due to the iniquitous BST. The high attendance was obviously due to the widely publicised guaranteed absence of John Young Stewart. Maybe Silverstone can offer him non-appearance money . . .

GERHARD CROSS, BUCKS. WIM HOEKEMA.

Best team won

As a member of the Seven-Fifty MC (Scotland) quiz team, which won the Inter-area final of the Castrol quiz at Preston recently, I feel I must write to put one or two facts straight. In our match with Liverpool MC, when the buzzers reputedly went faulty, we were leading at the time, and as the Castrol representative explained the buzzers were still working. Then to add weight to this, Liverpool chalked up the following three starters, after the enforced stop.

Be fair. Although the former masters were beaten by what may be considered the underdogs, do not denigrate our performance by reporting that "Liverpool were handicapped by the answering-buzzers which went on the blink at the vital moments." The general consensus of opinion in Preston was that on the night the best team won.

DUNDEE. R. M. PARK, Chairman, Seven-Fifty MC (Scotland).

Unjust treatment

As a motor racing enthusiast, I feel I must comment on The Lombard Formula 3 race at Brands in which Irishman Damien Magee was reprimanded. This to me was totally unjust treatment of a fine existing driver. I was right in line with the alleged incident with Mike Wilds. I can assure you that Magee had outbraked Wilds and was in front of him when Wilds' car moved across and touched the Irishman causing him (Wilds) to lose it. This action could well have taken the Irishman off as well. As to the protest lodged, has the Formula 3 brigade now been reduced to this churlish method of getting results? What do these prima donnas want that the rules should be changed so that when they arrive at a corner it should be—"Oh after you Cecil," "Oh no, after you Claude." If so they may as well trade in their cars for croquet mallets.

Formula 3—it's tough, it's exciting, it's crowd pleasing, it's full of honest tricks. Don't spoil it you guys by petty moaning when you have to give best to someone going better than you, give it and try harder next time. Determination to do well is making the formula something to look forward to. Magee has this determination, he shows it on the track—he is tough, I don't think he's dirty.

Come on lads, you all have it, use it, and let the spectators marvel at, and enjoy your driving. We prefer to watch that than listen to and read about your protests. I am not a Magee fanatic but I do like to see fair play.

NUNEATON, WARWICKS.

LEO MANN.

Forgotten cars?

We have had your somewhat controversial review of the 1973 British racing scene and your preview of the 1973 season, but nowhere did I see a single mention of what many regard as the epitome of club racing, namely the vintage and historic car classes. Last year there were four VSCC meetings (all very well supported), six rounds of the JCB Championship, four rounds of the Cussons Classic Car Series as well as numerous events for HSCC cars. Could you not get your knowledgeable Robert Fearnall to give your readers the low-down on this branch of the sport, which an increasing number of spectators still find entertaining?

BRADFORD, ESSEX.

BRIAN JOSELYNE

Two-sided story

This letter is aimed at all the motor racing enthusiasts who bemoan the fact that our sport is so rarely featured at the cinema. Casino Cinema cinema has recently been running the film *Grand Prix* as a late night show on Saturday nights in the West End of London.

The management of the cinema cancelled the show after a couple of weeks, far shorter than its scheduled run, due to lack of support from the public. When I phoned them they told me that their staff outnumbered the customers. Where were all the motor racing fans—lying in bed composing anti-Stewart letters presumably?

LONDON E10.

B. A. HAMILTON.

This is an investigation into the state of racing in Brazil, where there are more Grand Prix drivers than functioning circuits, where a Formula Ford engine is really a Renault with Volkswagen pistons, and a single racing tyre can cost over £100—but where, hold your breath, things might be about to boom.

It was on the Avenida Brasil, between the police car and the taxi, when I decided something keen was going on. Mine host, the journalist Clovis Mendonca, was demonstrating just why he is president of the Rio Street Racing Team. He had his tuned Beetle tweaked up on its swing-axis edge, flickering through heavy traffic with graceful determination, seizing every brief opening, taking efficient advantage of the excess width provided in each lane by the thoughtful street planners, never actually upsetting the programmes of other drivers but averaging well over double their already quite reasonable velocity. It was late in the evening, we were heading for a weekend in the cool of the mountains, and Clovis was getting the car and himself thoroughly warmed in preparation for the rigours of the looming ascent. I was enjoying it—I had no choice but to enjoy it.

We had just burst free of a cluster, and were nearing screaming-peak revs in third, when with a sudden cold chill I recognised an all-to-familiar silhouette. "Oh, oh," I directed my pilote's attention. "Isn't that a police vehicle?"

He must have already spotted it, for, busy as he was, his only reply was a curse, "Yes, it is." His concentration never left the rapidly closing gaps between two buses and a truck. Checking conditions with a snap glance over his shoulder, he executed a full-throttle change into top, and beat us into a quick sine wave between the three moving obstructions. Pirelli's moaning happily at their work, we hurtled on through, leaving the police a lane over and well behind.

I cringed. For three, four, five kilometers I sat tense, my ears twisted backwards. Good God, in Los Angeles the radio waves would have been heating our very flesh, wolf-packs of squad cars (those great black-and-white Killer Whales of the freeways) would have been converging on computer-selected nerve points, radar-guided helicopter gunships would have been swarming overhead, descending, aiming.

After the sixth kilometre I began to relax. There were no red lights, no sirens, nothing but Clovis' unconcerned face solving another problem of vectors and velocities. Eventually the traffic jammed up at a major uncontrolled intersection. We ran up into the last little extension of the last box canyon and had to stop.

There was a shout in the relative silence. "Hey!" said the thick Carioca Portuguese of a taximan, "You're going to have a fantastic accident if you keep that up!" On his face, and on the faces of all his fares, was the same broad grin. On his back window was a JPS sticker. It was then that it became plain to me that I was going to have to delve into the background of the Brazilian motorsports scene—anyway, it was just the excuse I'd been looking for to keep me in Rio another few days!

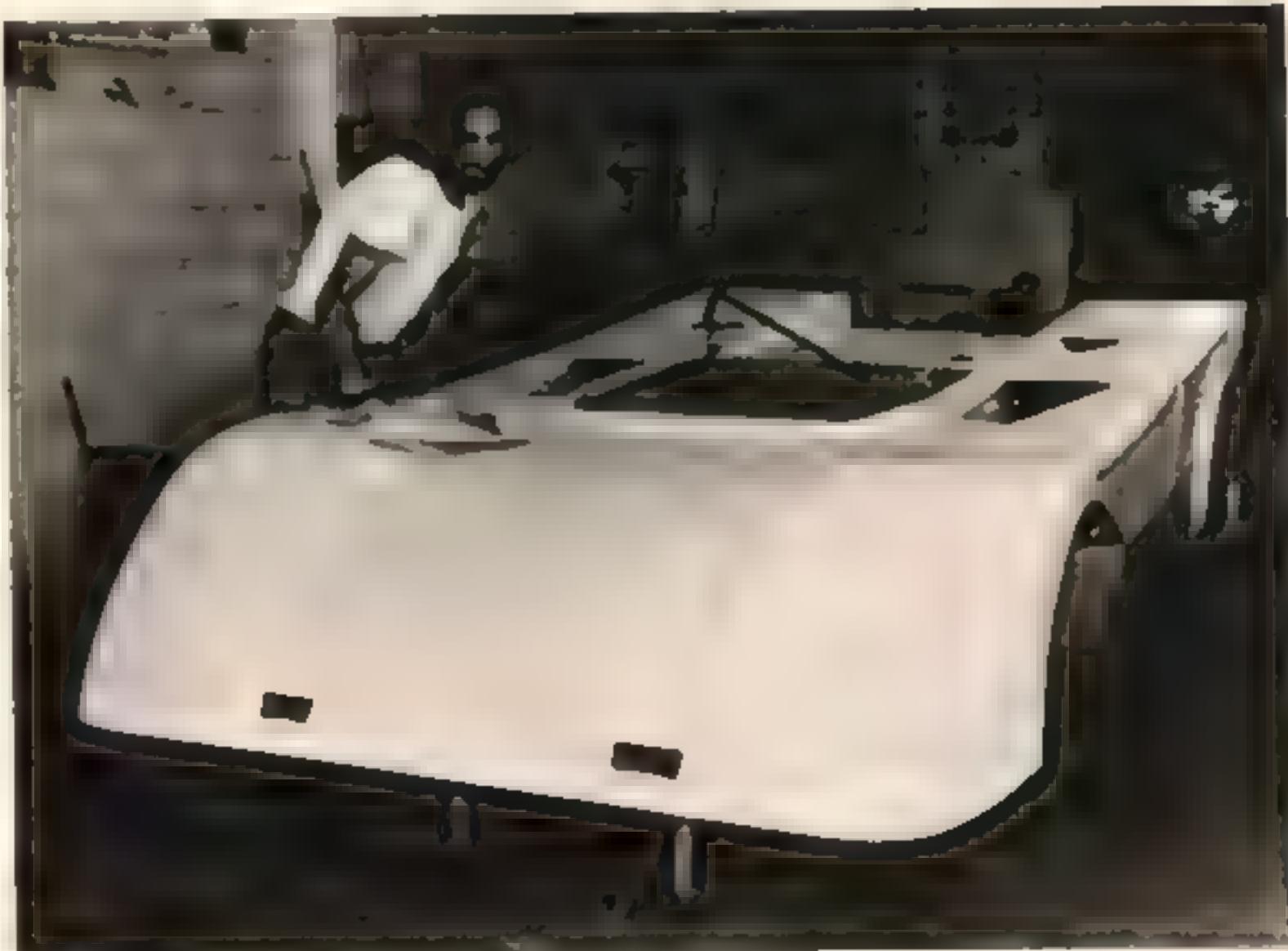
TAX AT 350 PER CENT

As always in South America, a lot of the character of the scene is set by the military-oriented government. There is a firm, if benevolent, hand on the economy, and one of the controls is a rather stunning tax on imported vehicular goods, which can be as high as 350 per cent. You can get a Porsche, there are several running around, but I won't tell you the price because you'd cry. You might better buy a Lamborghini somewhere else. Similar rates apply to things you might want for your racing effort, things not made in Brazil like racing tyres, and dampers, and gearboxes—unless you plan ahead, because you can get around this.

Another difficulty is the octane rating of the local petrol—would you believe 72? That's actually the cheaper grade; premium

The state of Brazilian racing

By PETE LYONS



The smart NeVe sports car, which is powered by a Volkswagen engine.

is about 84. Some 10 to 12 per cent of the fuel is actually alcohol, distilled from sugar cane, of which tropical Brazil grows an abundance. Normal compression ratios are 7:1, and the highest in any engine seems to be 8.5:1.

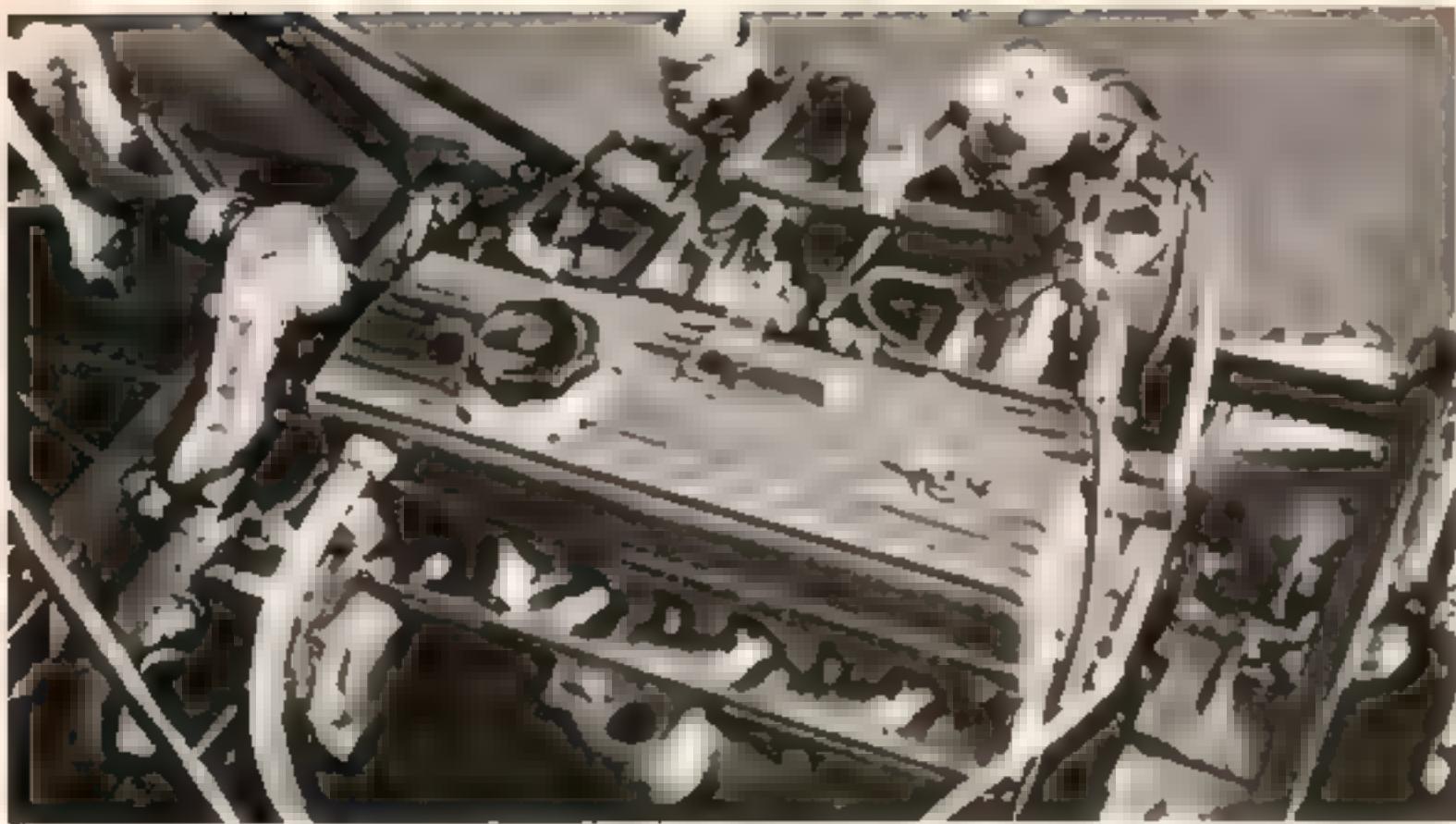
The domestic car manufacturing industry is quite large and growing. There were 600,000 units produced last year, and there should be a million in 1973. Until recently, it appears the market was filled in a carefully scheduled way so that little actual competition was engendered between manufacturers. That is, each make and model had its own niche not occupied by anything else. Volkswagen do Brasil have obviously the largest representation on the streets; their range includes models not made anywhere else and in fact not even seen anywhere else, like the remarkably pretty two-seater SP2 and the less successful newer Karmann-Ghia. There are also Beetles with both 1300 and 1500 engines, all innocent of four-joint rear suspensions and McPherson struts but with disc brakes available as an option; 1600 four-door sedans and Variants (the SP2 is on the Variant chassis pan) and of course a full range of variations on the Kombi theme. The multitude of VW pieces supports a subsidiary industry of Buggies, at least 13 models from nine different manufacturers, as well as the truest sports car in Brazil, the Puma. With its glassfibre body the Puma is lighter than the steel SP2, and one can have engines as large as 2000 cc. (There is also another model with a 4.1 litre six-cylinder Chevrolet mounted in the front).

A FORD BY RENAULT

Fitting into the gaps between VW models is Ford's small car, the Corcel, a front-wheel drive, 1372 cc, tall, narrow, comfortable conveyance with three-bolt wheels—it's a Renault Yes, really, the Ford Corcel is a Renault with a unique bodyshell. It is this engine that forms the basis of Brazilian Formula Ford, equipped with two carburetors and VW pistons to give a displacement of 1440 cc and just over 100 horsepower. Ford's range goes higher, through the Maverick with both six and eight cylinders; this latter with 4945 cc and 195 SAE horsepower (74:1 CR) is the fastest machine offered from the domestic industry. At the top of the line are the large Galaxie and LTD, both equipped with the 4178 cc motor.

The LTD, incidentally, equipped with automatic and air conditioning sells for \$7,300 Cruzeiros, or more than £4,000 even though it's made in the country. This reflects a steep purchase tax of roughly 100 per cent. A 1500 Bootle with discs goes for about £1,150.

Chevrolet's range is two basic models, the Opala, which is styled in the musclecar idiom and is offered either with that six-cylinder 4100 cc or a four-cylinder 2500 cc, and the new 1400 cc Chevette which is point-for-point equivalent to the new small Opel. Dodge concentrates on several permutations of the American Dart; the sportiest is called the Charger and has the 5.2-litre engine giving 215 SAE horsepower on an 8.1:1 CR. Soon there will be a small addition, the Dodge 1800 which is really an Avenger.



Would you believe a Formula Ford engine? The motor installed in the Lola T200-style HeVe chassis (above). The Rossi/Achcar 2-litre under construction (below).



It is in the introduction of these newer Besta ones, the Chevette and the Dodge 1800, together with the imminent appearance of a Toyota in the same size, that demonstrate a change in local policies. Until now, anyone who wanted a certain sort of car at a certain sort of price had his choice virtually made for him—there was only one car in that niche. This new competition may, local enthusiasts devoutly hope, interest the manufacturers in picking up racing programmes they abandoned some years ago.

In recent years the Brazilian who could not manage to live without racing had to work hard for his survival. One of the real problems was an absurd conflict between two governing bodies. The Automovel Clube do Brasil was affiliated with the FIA—but it was the Confederação Brasileira de Automobilismo who enjoyed recognition by the government. I'm told that there were occasions when drivers formed up on the grid literally not sure they were going to be allowed to race. Fortunately, there seems to be a new spirit. The ACB and CBA have recently settled their differences for the good of the sport, which has for Brazilians achieved international importance.

BETTER PROSPECTS

The prospects for the future seem fairly bright. For one thing, it is possible to import articles intended for purely sporting use completely free of tax. There is red tape involved, but with advance planning local constructors can be sure of a steady supply

of all those necessary bits and pieces not produced by domestic industry, at reasonable prices.

Commercial sponsorship, which has been thin and is still not easy to attract—most company executives who have now heard about racing have heard about it because of the World Champion, and if they can't get him they aren't very interested in anyone else. However, several good, solid firms have been convinced that sponsorship of local series is in their interest and the 1974 season has three or four promising championships. Texaco are backing an eight-race Brazilian Formula car series with Formula Fords, while it is hoped this can be expanded into something more exciting. The recent swings of the F3 and F2 circus captured a lot of interest, and the co-operating organising bodies have decided there should be a Brazilian formula along the same lines to help future Fittipaldi and Paces make the transition to Europe. The idea is a 2-litre formula using suitable Brazilian and Argentine production engines—there are about five suitable candidates—which will end up being an all-South American formula. The chassis will be to full FIA specification. Thus a team can be competitive in Europe with nothing more than an engine swap.

At the same time, the tobacco company Souza Cruz (Hollywood brand) are backing a touring car series in three classes, 1600 cc, 3-litre and open.

A problem is circuits. While it is said that Argentina boasts no fewer than 20 operating

race tracks, Brazil at the moment has two of acceptable standard, Interlagos at São Paulo and Tarumã at Porto Alegre, plus two more club circuits at Curitiba and Fortaleza. But this too is looking up.

Rio de Janeiro has had a couple of famous road-circuits over the years so there is a strong tradition to uphold. Local memory has Fangio hurling an Alfa Grand Prix car through the streets and along the dizzy twisting road above the sea on the Mesa da Gavea circuit, last used in 1956, while the Barra da Tijuca course was in operation through 1966. There is now a proper autodrome in the same general area, which is closed at the moment for renovation into a modern international-style circuit. At the same time the government is backing construction of a new facility up in Brasília. Both new tracks reportedly follow the Interlagos layout, both are actively under construction, and supporters of both are hoping to attract the 1974 Grand Prix—that should be a nice little battle in itself! Meanwhile there are still more circuits either planned or actually building at Salvador, Cascavel and Florianópolis.

THE CONSTRUCTORS

For some reason Brazilian constructors seem to favour prototypes (Division 4 of the six-division local classification system) and there have been several rather neatly designed cars over the years. The well-known Toni Bianco was responsible for a little roadster called the Bino, and more recently he has produced a Uno of Furies culminating in a coupé with a Lamborghini engine. Cartos Avallone is currently doing a larger CanAm style of car, in fact using what looks to be a Lola T222 body, but it has a space frame with TI42 components and a choice of small-block Ford and Chevrolet engines coupled to ZF gearboxes. In the same vein is Norman Casari's self-built around a large-block Ford, while the fast but so far unreliable Manta is a tube-frame roadster taking either VW or Alfa motors.

The brothers Herculano and Antônio Ferreira de Oliveira operate what is currently supposed to be the largest racing car works, HeVe (for Herculano Veículos). They work under considerable handicaps to turn out a line of Lola T200-like Formula Fords and a parallel line of VW-powered prototypes with neat, modern bodies.

More ambitious still, and organised on more solid ground, is the partnership of Ricardo Achcar and Ronald Rossi; their new line of prototypes (four sold already) doesn't yet have a formal name because they want to offer that to potential sponsors as part of the deal. Ricardo is a business-oriented man with wide experience in Europe and America, as well as being a very well rated driver locally. Ronnie has done F3 racing in Europe but got his engineering training in America, at Georgia Tech. In laying down the first series-production monocoque in Brazil they are aiming at higher things. The newspaper O Globo is offering an interesting sponsorship deal to the first Brazilian-made F3 or F2 car to be campaigned in Europe; specifically they are offering the sponsor of such an effort a rebate of 80 per cent on his investment, in the form of free advertising in the newspaper. This creative inducement has apparently got several people going. The Fittipaldi are supposed to be working on a car, and Achcar and Rossi are determined to be first.

The picture emerges of a vital racing scene with sound roots, growing despite adversity and ready now, hopefully, to emerge from obscurity into the world view. The happy street racer with his tuned Besta or Puma (the term meaning to hot-up is delightful envenomer, "to envenom") backs up a widening competition industry. Already several Brazilians are following the footsteps of the established stars: Leda Duarte runs in F2, while F3 has Leonel Friedrich, Siqueira Viegas, Guarani Menzes and Walter Travaglioni. In the motorcycle world "Adu" Celso has been making a name for himself. There seems to be something in the Brazilian make-up that responds to the nature of racing, and right now the times appear ripe for its expression. There's going to be news from Brazil.

To many, the most sophisticated form of travel is one of the larger BMW saloons currently available, and having just had the opportunity to be overtaken by a great many, I, for one, can see why. The advantages are all the more apparent for the businessman who wants to travel long distances in great comfort, but equally has to transport the children/dogs/groceries around at the week ends. However, there's a small snag that rears its ugly head in the form of the price. The cheapest of the big saloons, the 2500, sells at £3,300, while the cheapest 3-litre comes out at around four thousand pounds. These small facts drove Mr Norman Grant of Salisbury to look around for an alterna-



Supercharged Granada: 130mph motoring for £2,400

tive means of transport, and make it into his own form of "BMW" motoring.

The result is a 3.0 Ford Granada, not the GXL, but supercharged by Allards and fitted with a Kenlowe fan and exhaust manifolds specially made up by Janspeed.

One might ask, why a Granada and not a Capri? While Allards have supercharged Capris, the Granada is a four-door saloon, and also has the ventilated front disc brakes, which the Capri has not. The brakes obviously have to be looked at when increasing the performance of a car, and if they are well suited already, this naturally is one item that requires no money being spent on it.

This interesting motor car replaced Mr Grant's V8 Rover last year, the basis being a £1,760 Granada supplied to him by Allards. One of the reasons that he didn't have the GXL was because of the power steering. Mr Grant considers that not enough feel comes through to the driver with power steering, and with the big Kleber tyres fitted, Mr Grant's current smoker gives a very positive feel to the driver.

The Klebers were an immediate choice as they had been fitted to the Rover and had given very little wear in over 9,000 miles. The 205s were fitted on 6in Cosmic wheels, and consequently the wheel arches had to be modified, the work being done in an unobtrusive style by Mike Sullivan Racing near Salisbury.

The main expense came in the supercharger, naturally enough. Allards, whose experience is longstanding and wide fitted an Allard-Wade, type number 4R020/4190 to a 2in SU carburettor at a cost of £300 plus fitting charge. However, it seems extraordinary, but the carb inlet now faces the driver and is hard up against the heater, thus slightly obstructing the air flow. However, it appears easy to change, and this will be done in the near future.

The other main item of change was the exhaust manifolds, specially made up as mentioned, and the Kenlowe fan, which together cost £130 from Janspeed, the West Country wizards. Together with nylon fabric seats, a GXL extra, and interior silent travel, which is considered quite important, the entire car plus conversion comes out at about £2,400, which compares nicely with the BMW range mentioned earlier.

But having mentioned the BMW range, perhaps one should compare performance of the standard BMW and Mr Grant's hotrod Ford. Its 3-litre engine in standard trim produces 135 bhp compared to 190 when fitted with the supercharger. Mr Grant reckons another 15 bhp comes with the modified manifolds and another 10 from the Kenlowe totalling 215 bhp. This produces an estimated 0-60 of around 6.8 s which beats the 7.2 s of the CSL into a cocked hat. The middle range is also good, the 70-90 being about 7.3 s, as opposed to the 3.0 Si time of 9.1 s. Top speed of the supercharged Granada, when taking into account the revised gearing that

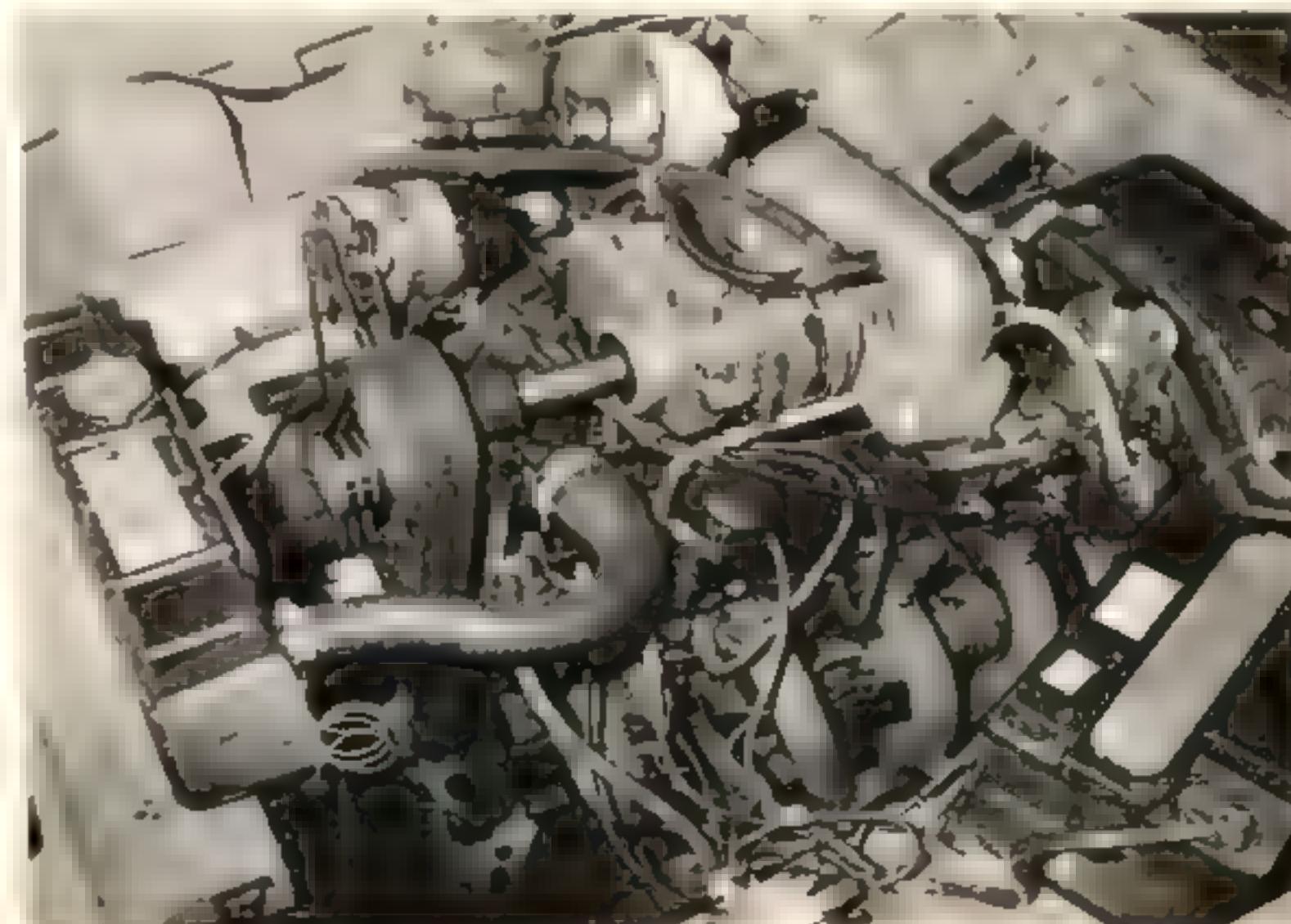
accompanies the fitting of Klebers, is the same as the CSL at 132 mph, working at the standard 6000 rpm.

Obviously, one is wary when it comes down to mpg. The normal Granada potters around at 19 mpg, with 23 quoted for touring. Mr Grant's model could be as high as 20 mpg, but is normally around 18½, slipping to 16 mpg in towns.

What is it like to drive this luxury high performance saloon on the roads of Britain? Firstly, it has to be thoroughly warmed up before exceeding 4000 or 5000 rpm. However, once in trim, the supercharger gives a very progressive feel to the acceleration, and far from being the type that suddenly comes in at a certain figure, you soon know where to find the power that you need. The Klebers give the car an almost sporty feel, for you can feel a great deal of what is going on to the road, although while trying not to make the ride too hard, Mr Grant is considering that the next move should be for stiffer shocks. The hump that accommodates the blower doesn't get in the way for parking or any manoeuvre, but it certainly attracts inquisitive stares from other Ford drivers.



Apart from the bonnet hump and slightly flared wheel arches to accommodate the big Klebers, the Granada exterior is unchanged. Below, the supercharger rests neatly above the engine, with the 2in SU carburettor facing the heater shortly to be changed. The exhaust manifolds were made up specially by Janspeed.



Inside the car, there are two extra instruments: a switch and dial for the Kenlowe, and also a dial indicating pressure built up by supplying the engine with petrol and air, which is not ignited when the engine is cold. This is in fact dealt with by a blow-off valve when the pressure is too high and is obviously essential to the engine.

At the moment, Mr Grant's one problem is feeding the power on to the road because the normal Granada torque figure is around 174 ft lbs, and he has increased it to around 250 ft lbs. He feels that the clutch may be having trouble handling such power, and the answer would be to put in a stronger clutch, although this would possibly make the car too sporty for town and city traffic.

Mr Grant will shortly have a chance to try his Granada against the BMWs of Germany when he goes on a business trip over there, and one can't help feeling that he'll prove that his choice of car was right, to give him the same motoring as one of the largest saloons, at over half the price. When the time comes to sell, it won't be difficult to take off the blower, and once the bonnet is replaced with the standard shape, the new owner will simply receive a Granada with slightly flared wheels.

Split second accuracy from Promoto

Promoto are the sole distributors for the Accusplit I, a new electronic stopwatch recently introduced to the UK and Europe from the USA. One of the most important features of the watch is that its claimed accuracy is .005 per cent, in other words 1/5000. It calculates up to 1/100th of a second, which certainly makes it more accurate than the average timekeeper's watch.

The Accusplit I has a continuous running digital display, similar to electrically driven bedside clocks, and it can count up to 99 minutes 59 seconds. Two unique features are included in the watch, one being a Split button. When this is pressed, the operator obtains a precise intermediate time without disturbing the overall accumulated time. In this way, race times can be obtained for many cars at once. By depressing the Harper button, the operator can obtain individual lap times. Concurrently, the watch will begin the timing of the next lap from zero.

The Accusplit I is controlled by quartz crystal and is powered by four small Alkaline batteries, and it has a practical running use of one hundred hours, or 25 hours non-stop usage with full display. Its measures 4.8 in x 2.7 in x 1.6 in and weighs 15 oz.

Cost of the Accusplit I is £129.50 (excluding VAT) and it is guaranteed for one year. Promoto are at 3, St Margaret's Avenue, Whetstone, London N20 9LL.

Brake fluid indicator

If you are a Bristol, Jensen, Lotus, Jaguar, Daimler, Rover or Reliant owner, it is highly likely that you already have a Sovy brake fluid indicator fitted as standard, but this equipment is now available in kit form from Mill Accessory Group through garage and accessory shops. This simple kit actuates a red warning light on the fascia panel the moment your hydraulic brake fluid drops below the required safety level.

The kit is easily fitted by drilling a 1/8 in hole in the cap of the master cylinder reservoir, connecting up the wiring harness supplied and fitting the warning light to the dash panel or on the bracket provided.

You then have instant warning of worn brake pads, a fractured brake system or simply low fluid level at a cost of £1.95.

Uniroyal's 22,000 mile test

Uniroyal recently committed themselves to a massive test around Britain for their Steel Claw Radial tyre, fitted to five family saloons. Entitled the 22,000 Mile Belt Round Britain, the test set out to find out the wear and tear on the tyres, and the results speak for themselves.

The 22,000 Mile Belt Round Britain began on October 17, 1972, and on that date Uniroyal committed itself to an extremely stringent tyre test. The primary object of this test was to publicly demonstrate the wear characteristics of the Steel Claw Radial when put on five new British family cars and driven for a realistic period over all types of British roads and in all kinds of conditions.



Uniroyal personnel check tyre wear on the Mexico used in the test.

The five cars used for the test were a Mini Clubman, a Hillman Avenger, an Escort Mexico, a Cortina 2000 GXL automatic, and a Vauxhall Victor 2300. Each was regularly serviced during the "Belt" and Esso oil and petrol was used.

To add interest and significance to the test, a target of 22,000 miles was decided upon — that being well in excess of the mileage achieved by the average British motorist in two years — and 135 volunteers from 17 motoring clubs were each given the opportunity of driving one of the cars for a three-day period along routes devised by London to Sydney rally man, Jack Kempsley. After the test drive, each driver was then invited to write down his comments on both cars and tyres.

Without exception, all the club drivers involved were impressed by the performance of the Steel Claw Radial — with its road-holding (especially in the wet), lack of squeal and very stable breakaway characteris-

The RAC acted as scrutineers throughout the Belt Round Britain — choosing and marking the tyres in the first place and regularly measuring the tread. The final reading was taken on February 6, 1973 (the last day of the test), and these show that the Vauxhall was the most economical on wear, having used up just over 50 per cent of its tread, this being measured down to 1 mm. The estimated average life on all four tyres was calculated from the usage up to the end of the test, and shows that the Victor, with originally 8.3 mm depth of tread, could cover 45,773 miles, the Cortina with the same original depth could cover 41,160, with the Mexico covering 40,830. Both the Mini and

the Avenger had less original tread, their estimated average mileage being in the 36,000 range.

The Belt Round Britain set out to reflect the average British motorist, but in reality the test was much tougher. Taking into account the comparative fast speeds achieved on motorways, it is calculated that the average speed of the cars was in the region of 50 mph and their total average mileage (which included a promotional tour in January) was 24,254 miles, covered in just three-and-a-half months. Each car was driven by more than 30 different people, most of them club drivers, and in conditions that the average British motorist is unlikely to meet frequently in such a short space of time.

Bearing these facts in mind, the final results on the Steel Claw Radial are impressive. It must take a good product to take this kind of hammering and still come out on top, with just one puncture on the debit

Accessories from Speedwell

Speedwell of Chesham Ltd have now established at 260-300 Berkhamsted Road, Chesham, a performance centre for enthusiasts throughout the country. The modern tuning shop sells the full range of modified heads, carburettor kits, camshafts, plus performance parts and accessories, backed up by a fully equipped workshop offering a wide range of specialist engine services, for both road and race, on practically any engine (up to and including Formula 1). The recently modernised test house with Heenan and Froude engine dynamometer is also available for testing and tuning of either Speedwell-built or customers own engines. Most engines can be accommodated, and recent bookings have ranged from Mini to FVC — including a fully tweaked D Type Jaguar. This testing facility

is regularly used by many performance engine builders.

Customers used Speedwell engines built and modified to good account in various spheres of motorsport last year, and this year even more are taking advantage of the specialist machining, engine building and dyno-testing facilities. The distinctive yellow and black Speedwell Racing Engines Services sticker is obviously going to be seen more and more this year.

The Speedwell Tuning Shop is open for business Monday-Saturday 9 am to 5.30 pm, under the direction of Peter Osborne. Customers unable to get to Chesham should contact him for details of mail order facilities available on all services, parts and accessories.

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3rd BRAZILIAN GRAND PRIX

DENNY HULME

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YARDLEY BLACK LABEL



Smiles all round for (from l to r) Chevron PR Grahame White, Peter Gethin and Chevron's Paul Owens with the Hon. Vere Harmsworth of Associated Newspapers behind Gethin

BRANDS HATCH

Gethin makes history

By RICHARD FEAST Pictures by PETER BURN

What a surprise result last Sunday's Race of Champions provided! Thanks to a good, consistent run and the misfortunes of the faster Formula 1 competitors, Peter Gethin's Formula 5000 Chevron B24 was first to the chequered flag. Gethin, the winner of the previous day's Rothmans European Championship race with his all-new car, was a surprised and delighted winner from Denny Hulme, whose McLaren M23 began to fall in the final two laps. The Race of Champions, which provided no fewer than five race leaders, was the incident-packed highlight of a very full meeting. Sunday's racing was witnessed by over 45,000 paying spectators, which resulted in the almost unbelievable action of would-be spectators being turned away because the circuit was chock-a-block.

If F5000s had proved unreliable the previous day, the F1s were even more so. Both John Player Specials were out before half distance, the three Marlboro-BHMs which had occupied the three prime places on the grid were delayed or shunted, both Brabhams were crashed, the single Brooke Bond Oxo Surtees of Mike Hailwood crashed while leading, Jody Scheckter's McLaren M1B was dinged at Druids, and only F1 debutant James Hunt (Hesketh Surtees) and Tony Trimmer (Iso Marlboro) of the F1s managed to run the whole 40 laps. As a serious motor race it was a freak, but if spectator reaction were the only criteria it was a classic.

Leaders in the latter stages, Mike Hailwood (left) and Denny Hulme (right).



ENTRY

Peter Browning of the BRSCC and John Webb of Motor Circuit Developments were prepared for a dozen Formula 1 cars following the withdrawal of the three Shadows for this, the opening F1 race of the European season. That turned into a baker's dozen on Saturday when Graham Hill—"looking forlorn without a car to drive"—was given a Brabham BT37 by Motor Racing Developments' Bernie Ecclestone. The reason Ecclestone was able to do so was because of his new BT42, which was the only totally new car to emerge for the Race of Champions.

John Watson had tested the triangular section BT42 at Goodwood and during Friday's untimed session. He declared himself pleased with the new car, conceding that much development work was necessary. Indeed, that development went on during practice, for with oil temperatures running high, several changes were made, the most obvious of which was the movement of the oil radiator from behind the driver's head to a pair above the gearbox. The problem was

Designed by Gordon Murray, the BT42 is a dramatic-looking car. It was built to comply with the new crushable structure regulations, the basic layout being designed to keep the mass of the fuel load and crushable structure as low as possible. There are twin water radiators at the front in the BT34 manner, but these are hidden behind louvred air intakes. The centrally mounted front wing is adjustable, and the air scoop for the petrol injection is swept forward to keep the rear wing free from drag.

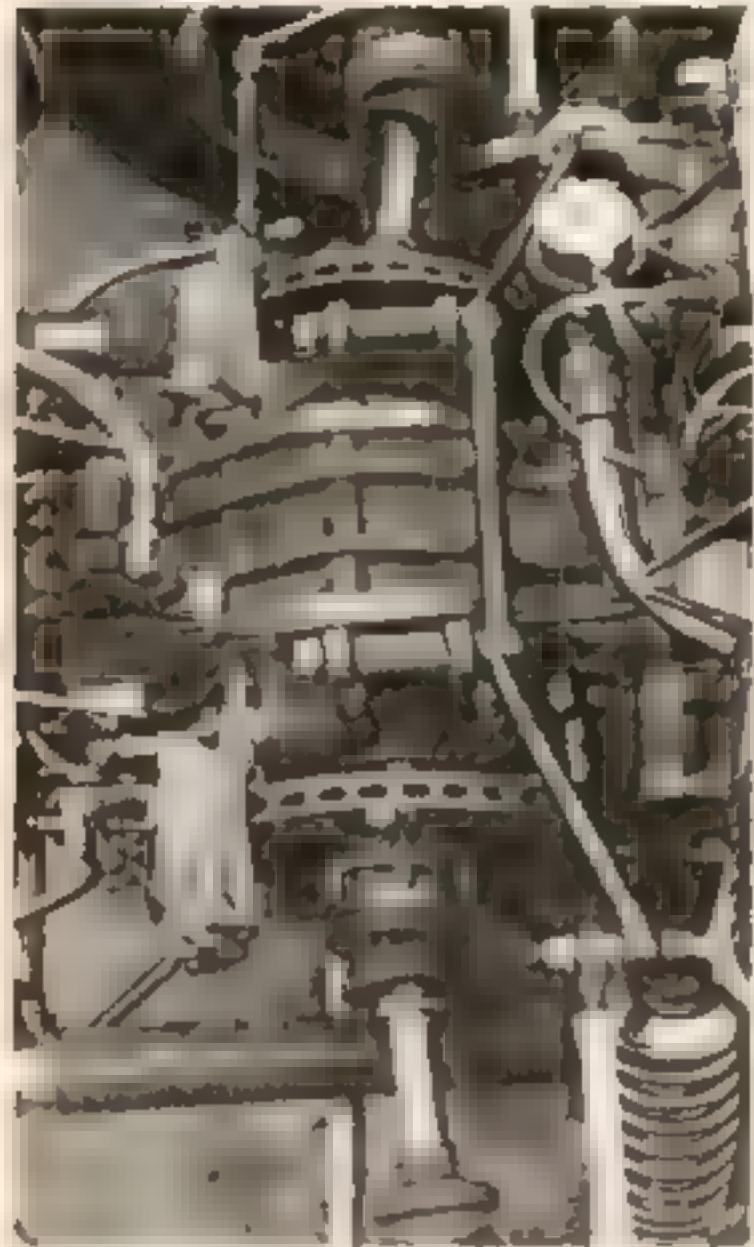
The 43 gallons of fuel are contained within the chassis, and the oil tank is situated behind the driver's shoulders, which results in a much more forward driving position (some 5 in compared with the BT37). But perhaps the most radical change is in the rear suspension. Loads are fed directly into the rear face of the cylinder block through an MRD casting. The parallel lower links are joined to an adapter plate and the underside of the gearbox casing, with the anti-roll bar mounted beneath the gearbox. The rear upright castings and drive shafts are angled forwards to suit the suspension mountings on the engine and to assist with a favourable rearward weight bias. All these ideas are to obtain better wheel and geometry control and to improve rear wheel traction.

The other new equipment at Brands was provided by Lotus, whose John Player Specials boasted wider front tracks, the adoption of cast rear uprights, and chassis which comply with the new FIA regulations. The changes were hard to spot, the radiator air scoop being more flared and the overall chassis width being increased by only 0.8 in. All of which added some 30lb in weight to each of the cars.

Because the cars were being prepared back at the ranch on Friday Emerson Fittipaldi

paldi and Ronnie Peterson had only Saturday's official practice in which to sort the cars. That's not long to perfect the changes, and times were none too competitive. It was interesting to see that on Sunday the cars appeared with their original front suspensions once more, a change which was obviously for the better when the drivers went out for the brief, unofficial practice session on race morning. The work has been done to chassis No 8 and 9, while the cars that have been used previously this season are currently undergoing similar modifications.

Numerically strong, and always quick at Brands Hatch, Marlboro-BRM had three identical P1600s for Jean-Pierre Beltoise, Niki Lauda and Vern Schuppan, the last-named brought in at fairly short notice following Clay Regazzoni's Kyalami misfortune. Also unchanged apart from in the driver department were the other Marlboro-sponsored cars, Frank Williams' lotus. Howden Ganley was in



New at Brands Hatch—the forward facing driveshafts and suspension mountings seen on the ill-fated Brabham BT42 (above), and the more flared air scoops which hide the JPS's deformable structure (below).



his regular car, and for Nanni Galli's replacement Frank selected one of his old employees, Tony Trimmer. The local man jumped at the chance, and, indeed, acquitted himself admirably in what even the ebullient Williams was quick to admit was not the best handling car on the circuit: "In a straight line it's tremendous, but round the corners . . ." The sentence completed with a hand gesture that suggests there is a long way to go. For the International Trophy Williams expects to have his post-April 29 regulation cars ready, and if all goes well Brands Hatch will be the last race appearance of the FX3 2s.

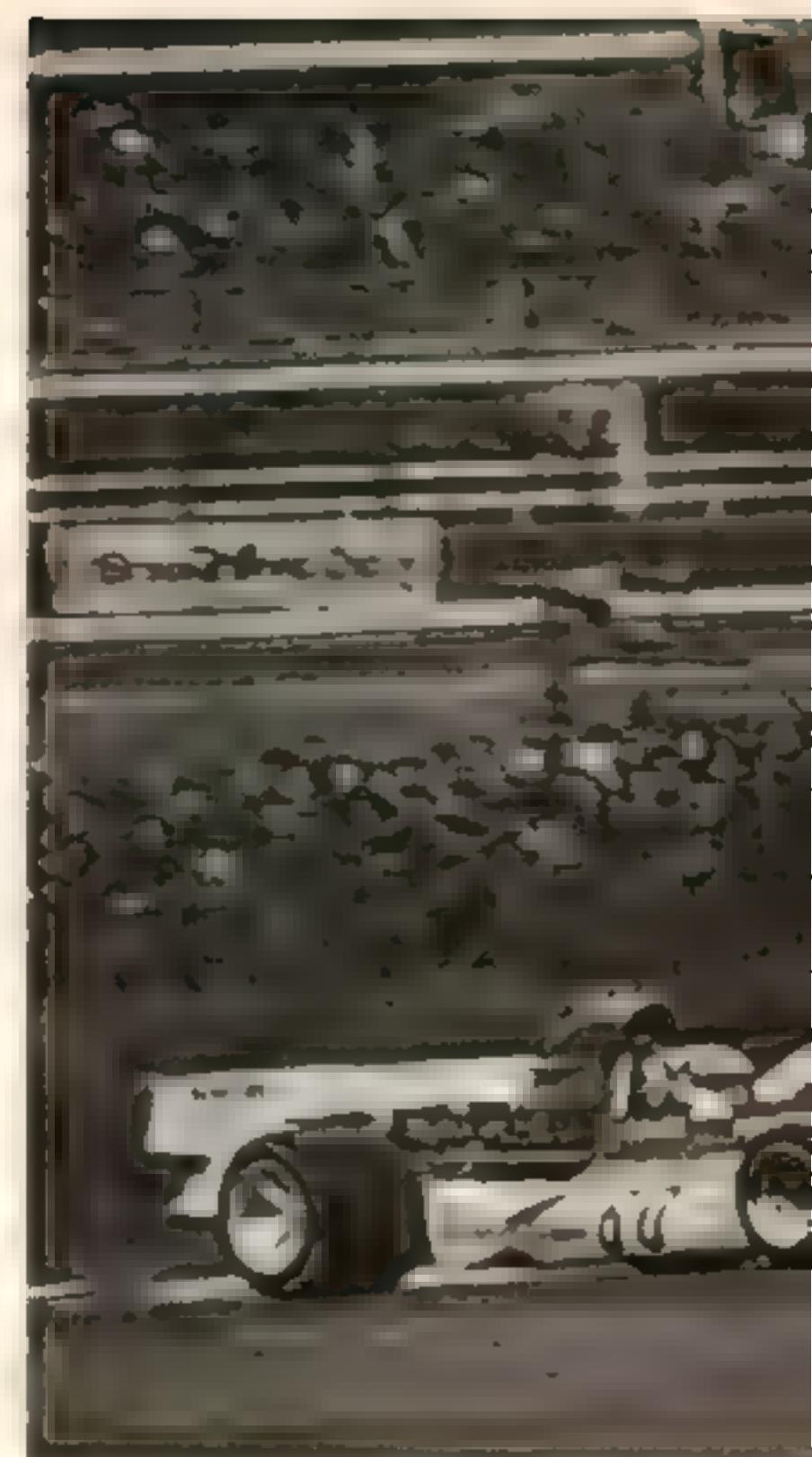
It was a similar tale over at the Yardley McLaren camp where the faithful M19 was having its last scheduled race in the hands of Jody Scheckter. By the International Trophy there should be a second M23 for Peter Revson, similar to the one which Denny Hulme was down to drive at Brands Hatch. After the misfortunes in South Africa Brooke Bond Oxo-Rob Walker were forced to resurrect the original TS14 for Mike Hailwood. This car, first seen as long ago as last year's Italian Grand Prix, fully complies with the new regulations. The only other Surtees representation in the F1 section was the TS4B with which James Hunt was to make his F1 debut under the banner of Lord Hesketh.

Seemingly, victory would come from one of these 13 Formula 1 cars, which were joined by 16 of the best F5000s which had survived the rigours of the previous day's 25-lap race (see pages 41 and 43).

PRACTICE

Early in the year a few people seemed to mind that Friday's practice session was untimed ("We couldn't afford the time keepers," said Peter Browning). The serious business of grid selection was confined to a 2½ hr session on Saturday morning. For comparison the target times were both recorded by Fittipaldi; the official record was 1 m 21.8 s set during this race last year, but during practice for last October's victory race the Brazilian flashed round in a remarkable 1 m 20.8 s.

The time was not to be bettered on this occasion, but Beltoise, who finished with pole position, showed it wasn't for want of trying. Among all those Chevy and Cosworth engines, the BRM's V12 sounded beautiful, and the little Frenchman certainly gave it some stick. The way the red and white car darted and slid around the track it looked as though Beltoise had a ferret down his trousers. He finished with a superb 1 m 21.1 s, and the BRM cup overflowed when



Pole position man Jean-Pierre Beltoise (Marlboro-BRM).

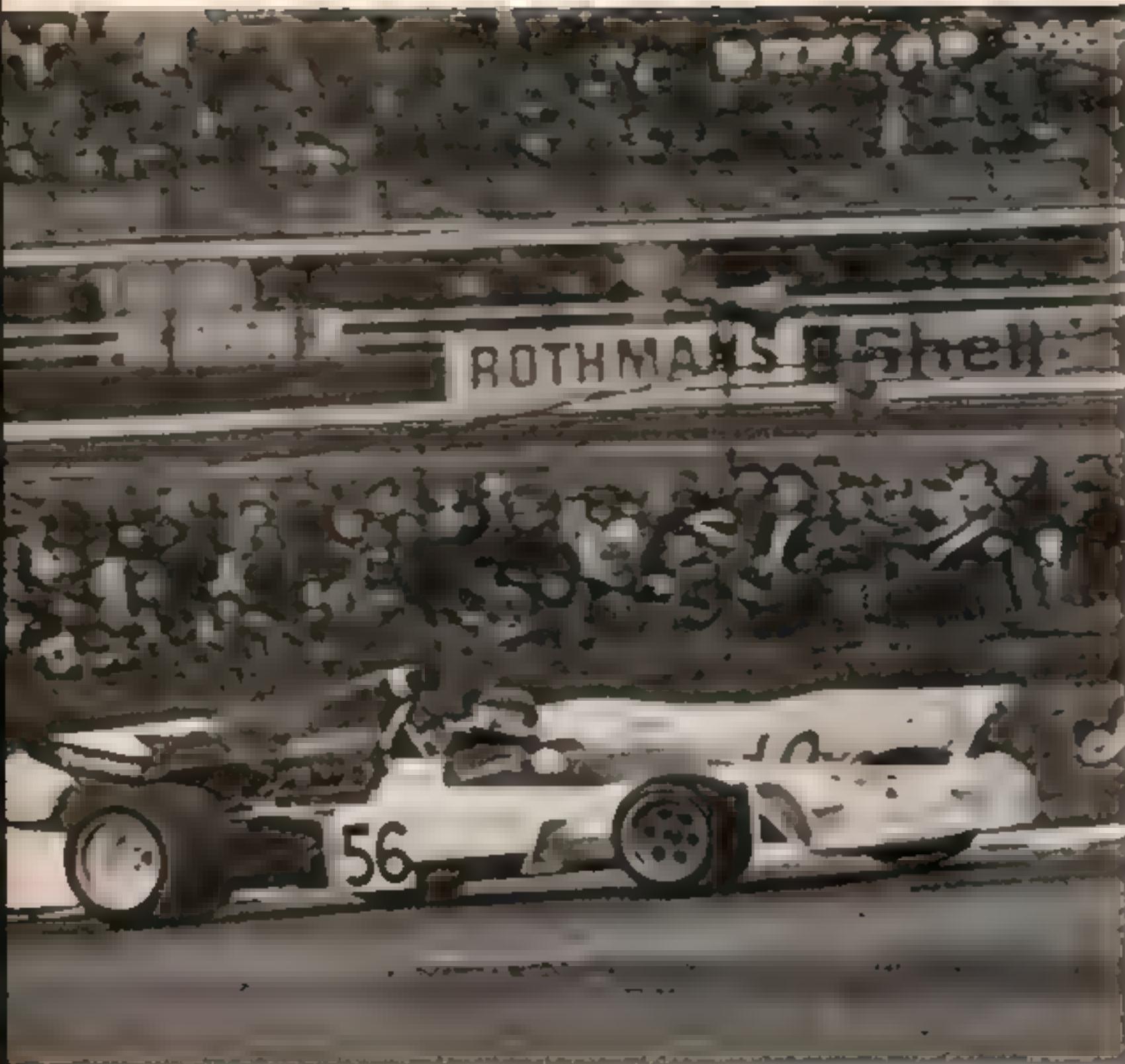
Lauda (1 m 21.9 s) and Schuppan (1 m 22.2 s) were next quickest overall. As the historians thumbed through their records to see if a grid one-two-three had ever been achieved by BRM, team manager Tim Parnell climbed aboard a private aircraft in order to watch his favourite football team, Derby County, that afternoon (They lost, just as BRM were to do the following day).

Scheckter's M19 was the best Ford-engined car with 1 m 22.6 s. Jumping from his F5000 Trojan to his F1, it was a first-class time, and on at least one occasion (at Bottom Bend) Scheckter showed that he had passed the car's ultimate limit of adhesion.

Hailwood did 1 m 22.7 s after an engine blow-up on Friday. A similar time was achieved by Peterson, but both he and Fittipaldi (1 m 23.1 s) were complaining about bad handling. Previously, of course, the JPSs have appeared at Brands Hatch with Firestone tyres, which are undoubtedly well suited to the circuit. Now they are on Goodyears, which results were to prove generally inferior in those conditions on that circuit on that day. Anyway, the 72s appeared on race morning with original front suspension and in the unofficial session both Peterson and Fittipaldi were really flying.

Next overall was Gethin's F5000, followed by Hulme in the M23. His best was 1 m 24.0 s, a bitter disappointment after the car had shown so well in South Africa. McLaren fiddled and adjusted throughout the weekend, and eventually discarded the Armstrong shock absorbers which they were trying in favour of their regular equipment, Konis. Hulme's practice was curtailed when the car cut out at Hawthorn's and Denny became a spectator for the remainder of the session. "Some of those F5000s looked really terrible," he said. "They were all over the road."

Ganley's 1 m 24.2 s was achieved without,



James Hunt's Hesketh Surtees after stops for new tyres.

perhaps, maximum support from his ill-handling Iso-Marlboro, and the same could be said of Trimmer (1 m 28.4 s) who didn't even get an opportunity to try his car in Friday's untimed session.

Hunt had a frustrating time. The T59R was plagued with fuel pick-up problems on Friday, and when that was cured he managed to get in a few clear laps. But that didn't last long, for the engine blew up and a new one was acquired for Saturday's timed session. Still completely unused to F1 and to the car—"the car's driving me"—Hunt was then bothered with a sticking throttle, and

but I am 24.5 so was therefore not truly representative of his potential.

Watson was present to concentrate on development of the new BT42, but also took the opportunity to try Carlos Reutemann's BT37. While he struggled for 11 laps with the new car, which was suffering high oil temperatures and recorded 1 m 26.5 s, within 23 laps with the BT37 he was down to the existing lap record—1 m 23.8 s. But the mods completed on the new car overnight saw Watson recording 1 m 24.0 s within five laps during Sunday's unofficial practice and the BT42 was his. The BT37 was therefore prepared for Hill, who had achieved 1 m 26.3 s during practice.

RACE

After a few spots of rain during the morning, eyes peered skywards as the time for the main race approached. It was overcast, much colder than during practice, but the clouds held. As the 29 cars waited for the flag to drop—there was no dummy grid on this occasion—the two black JPSs began to smoke. It looked like overheating, and Pippalid and Peterson were anxious to be on their way.

At the same time, unknown to everyone, Scheckter's clutch was beginning to overheat, and that too was losing its grip. When the flag did finally drop Fittipaldi was on to a river (for which he was penalised 1 m) but Scheckter couldn't get any drive. And at second row on the grid and no prior warning, the situation was extremely serious. The grid parted around the crawling McLaren but the drama once they were by saw Hill's Brabham and Pilette's McLaren punted off to the left. The race had lost two competitors within a hundred yards.

Out in front, however, it was BRM, JPS, BRM, JPS, BRM—Beltoise from Peterson,

Lauda, Fittipaldi and Schuppan. That was the way it remained for a couple of laps until Fittipaldi became the third retirement. He called into the pits, ostensibly with a broken metering unit, and presented Hailwood with fourth place after he had climbed by Gethin's leading £5000. On the fifth lap Peterson snatched the lead from Beltoise in a daring manoeuvre at Clearways, and Lauda held third. Some way back Hailwood was holding off the attentions of Schuppan, and Gethin had settled in at a comfortable pace in sixth place, best of the big bangers by a long way. Huima was in seventh, a position he was to reverse with Gethin a couple of laps later, and in eighth was Ganley.

Second best F5000 was Edwards in 10th, a short distance ahead of Hunt, Holland, Dean, Watson and Thompson. Then John Watson's BT42 crashed heavily at Stirlings on lap 8. Ambulance and rescue vehicles were quickly despatched, but Watson, legs broken, was trapped in the banana-shaped car and had to be carefully cut out. The whole operation, it seems, lasted for an hour after the race, when the Brabham mechanics arrived on the scene. Thompson following, had to take to the grass and damaged the Chevron's radiator. His car relieved with overheating.

Leading positions remained much the same until quarter-distance (10 laps), although Scheckter was moving very rapidly through the back markers after his initial delay. By the 10th he was in 10th place, having just passed Hunt and the F5000 of Edwards which was trailing a plume of oil. The Barclays Lola was gradually falling back to the clutches of Holland, McRae and Dean, the next 3-litre men. That other F5000 stalwart, Hobbs, decided to give up the unequal struggle with his ill-handling Lola after 12 laps, having occupied 21st position overall. One lap later eight-man Ganley's race was over—for a completely different reason. Coming through Bottom Bend, his Iso Marlboro broke a rear wheel, which is becoming a fairly frequent failure for him (Watkins Glen, Kyalami, Brabham practice . . .).

The next major change in race fortunes came on lap 16 when Lauda relinquished third place to have the rear Firestones changed. He didn't waste a lot of time, rejoining as Beltoise came round in the lead—*at* lead. At much the same time as Lauda's stop Peterson's leading JPS retired at the pits, where a broken differential was announced. Thus the BRMs made an impressive sight at half distance: Beltoise was in the lead from Hulme, Schuppan, Hillman and Scheckter who was up to an incredible fifth spot. Gethin had the measure of the P5000 section in sixth spot (having lost another competitor on lap 18 in Edwards, who was black flagged because of the oil he was depositing). Hunt in seventh was followed by Holland (who was to last only another lap before a wing stay on his Trojan broke), and Trimmer, who was also climbing well and benefiting from the mounting list of retirements.

Beltolze was looking good in the lead at that point, but he was beginning to notice a deterioration in the grip his Firestones were giving him. They were getting worse, and he too had to make for the pits on the 22nd lap to have a tyre changed. He didn't lose much time, setting away in sixth place behind race new leader Halfwood, Schuppan, Hulme, Gethin, and Hunt. It should have been Scheckter too, but he spun out and struck the bank firmly at Druids having just inherited fourth after Beltolze's pit stop.

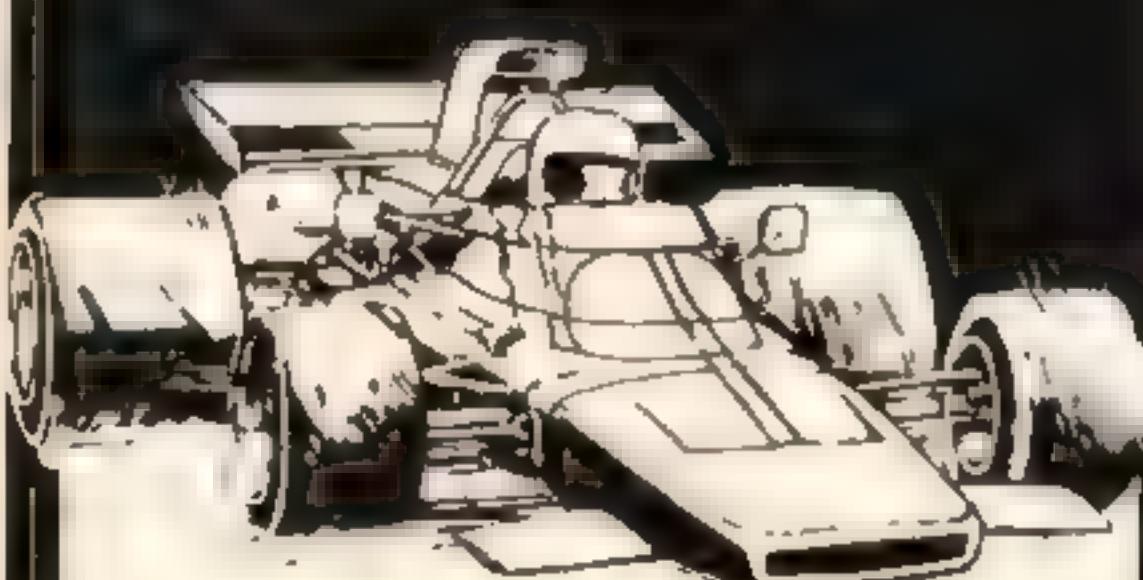
Thus the order looked settled once more around 28 laps with Hailwood's Brooke Bond Surtees comfortably in the lead from Huime, Schuppan, Gethin, Hunt and Beltoise. Then came a gap to Trimmer, putting in a nice drive with the Iso in seventh, and then, making up ground after his stop, Lauda, who had just passed McRae into eighth place. It was certainly a race of attrition, and one that was to get worse as the remaining laps were chalked up.

Next to go, after an excellent drive, was Schuppan in third place. Like all BRMs, his was beginning to suffer tyre problems, and this, combined with an extra hard piece of

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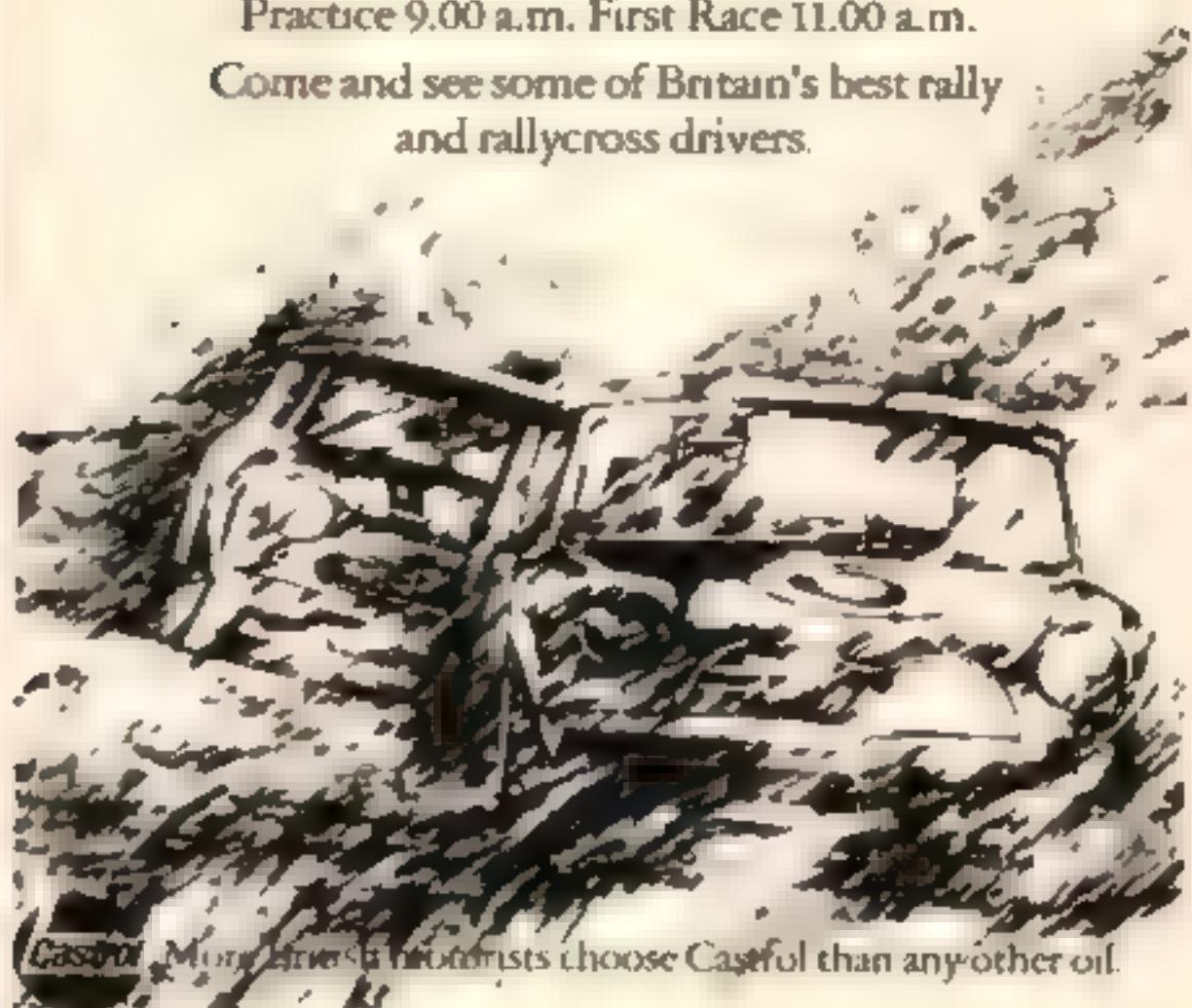
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braking as he was passing Santo's Surtees, sent the BRM sliding into the bank at Clearways on his 27th lap. That gave Gethin third place behind Hailwood and Hulme, but even at that stage few people gave the Chevron driver much chance of victory.

Just before three-quarters distance eighth man Lunger was forced to retire with overheating and Lauda's gallant fight back was to come to an end when the battery lead broke. He was up to seventh when it happened, having had the tyre change and driven well to unlap himself. Everyone was breathless as the leader, Hailwood, entered his 30th lap, three-quarters of the way to an overdue win. Hulme followed on. Gethin was ever-present. Hunt was fourth but being caught by Beltoise, and Trimmer was sixth, the last man to have completed the same number of laps as the leader. McRae was seventh, but to last only another three laps before retiring with overheating as he had done the previous day, and handing the position to Dean's F5000 Chevron.

The pace was easing and the daily newspaper men mentally began to prepare their urgent stories. But they had to rewrite them—twice. On the 36th lap Hailwood's Surtees suddenly jerked right off the road at Hawthorn's—in a similar place that had claimed Jo Siffert's life. What had happened? There were many theories, but John Surtees felt another tyre had deflated. Whatever, Mike was uninjured and the car, which briefly caught fire, was not too badly damaged.

There was another leader to the Race of Champions—Hulme. And Beltoise, who moved up to fifth, was forced into the pits for yet another replacement tyre. He was able to restart once more and maintained his sixth spot to the end. But as fortunes turned out, BRM believe they could have had a race winner in Beltoise had it not been for that second puncture.

The reason? Hulme, the fourth leader of the race, unaccountably slowed in the last couple of laps. Suddenly Gethin found himself gaining hand over fist on the race leader. He woke himself up and seized the opportunity, the F5000 charging into the lead with only two laps to run.

Hulme's clutch had begun to fail, and as the M23 limped round Hunt too was given the "go" signs from "Le Patron." On, on, he urged the Surtees, failing by half a car's length to pip Hulme for second. Trimmer was there too in fourth place, and Dean was fifth, a lap down. In sixth, poor Beltoise! Had it not been for his second stop, could he have overtaken Gethin. Hunt and an ailing Hulme in those last five laps? BRM are convinced of it. And that race result—an F1 race winner after a pit stop in a 106-mile race—would have been even weirder than an F5000 beating the F1s.

Daily Mail Race of Champions Brands Hatch March 18

40 laps, 106 miles

- Peter Gethin (Chevron Smith/Chrysler B24) 37 m 27.9 s. 110.64 mph
- Denis Hulme (McLaren-Ford M23) 37 m 28.3 s.
- James Hunt (Surtees-Ford TS9B) 37 m 28.3 s.
- Tony Trimmer (McLaren-Ford FA3/2) 37 m 49.4 s.
- Tony Dean (Chevron-Morand-Chevrolet B24) 38 laps
- Jean-Pierre Beltoise (BRM P160D) 39
- Tom Belo (Lola 5m) 4 laps
- Ray Allen (Surtees RE3/Chevrolet T58) 28.4. C. 99
- Santo Surtees (McLaren-Ford TS9C) 27.17. 38 10 on Ayrton (Lola 5m) 30.11. 38 10 Bobby Briscoe (Chevron-Morand-Chevrolet B24) 38 12 C. 99
- Lennep (Lola 5m/Chrysler T58) 37 13. Jack Russell (McRae-Smith/Chrysler GH) 36

Retirements: Teddy Pilette (McLaren-Morand-Chevrolet M23) 0 laps. Leader Graham Hill (Brabham-Ford BT33) 0 laps. Accidents: Emerson Fittipaldi 0 m. John Player Special Ford 2 laps. Starting line: John Watson (Brabham-Ford BT44) 7 laps. Accident: Steve Trimmer (Chevron RE3/Chevrolet B24) 8 laps. Damaged and off: David Hobbs (Lola 5m/Chrysler T58) 16 laps. Handing: Howden Ganley (McLaren-Ford FA3/2) 19 laps. Wheel failure: Ronnie Peterson (John Player Special Ford) 18 laps. Brake failure: Guy Edwards (Lola 5m/Chrysler T58) 18 laps. Oil leak: Keith Hobson (Tecumseh 5m) 20 laps. Tires: 41 laps. Broken wing mountings: Jody Scheckter (McLaren-Ford M23) 42 laps. Accidents: Vern Schuppan (BRM P160D) 26 laps. Accidents: Brett Lunger (McLaren-Ford TS9C) 29 laps. Handing and overheating: Niki Lauda (BRM P160D) 27 laps. Broken flywheel: Ted Graham (McRae-Banner-Morand) 34 laps. C. 99 laps. Overheating: Mike Hailwood (Surtees-Ford TS9A) 35 laps. Accidents:

Fastest laps: P1 Beltoise, Lauda, Peterson, 1 m 23.0 s. 110.94 mph record. F5000 Gethin, 1 m 24.7 s. 112.37 mph (equal record set previous day).



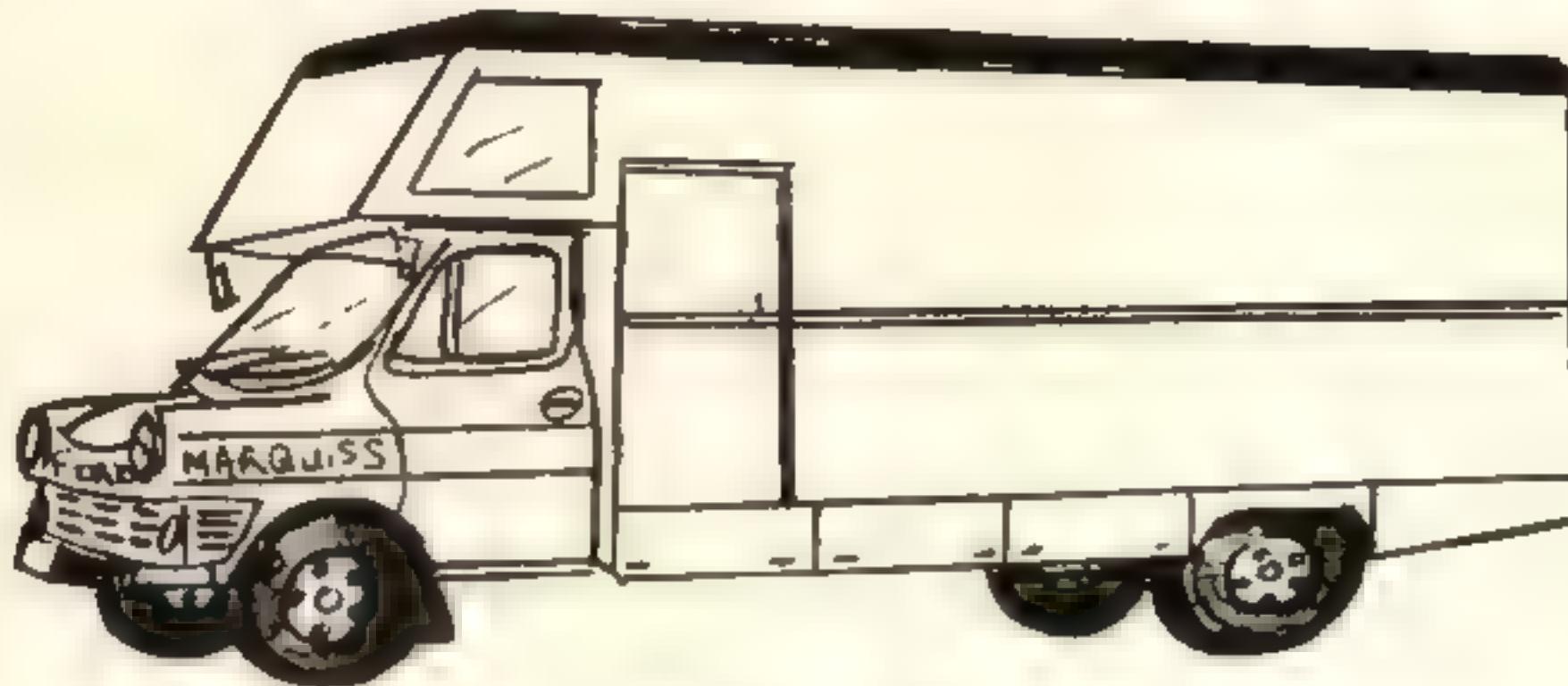
Trimmer's 67 leads Lunger's Lola through Paddock (above). Lauda went well but suffered tyre problems (below)



Jody Scheckter moved up from 21st to fourth before spinning off



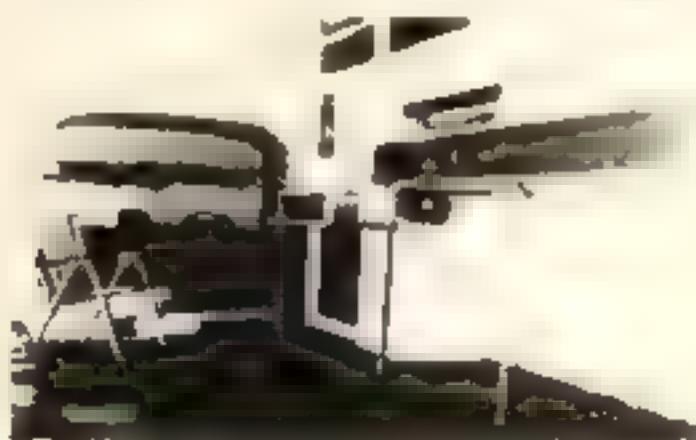
TRANSPORTERS



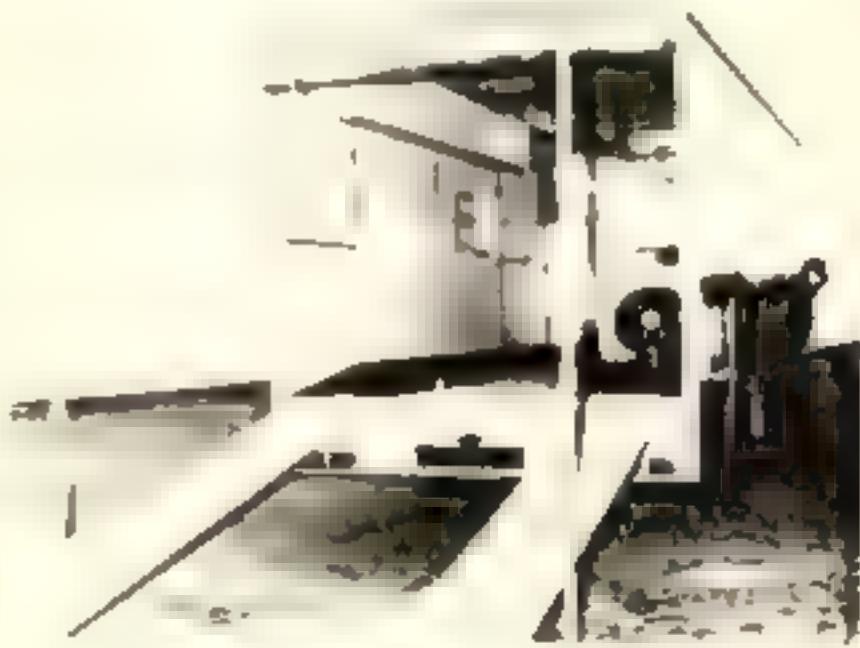
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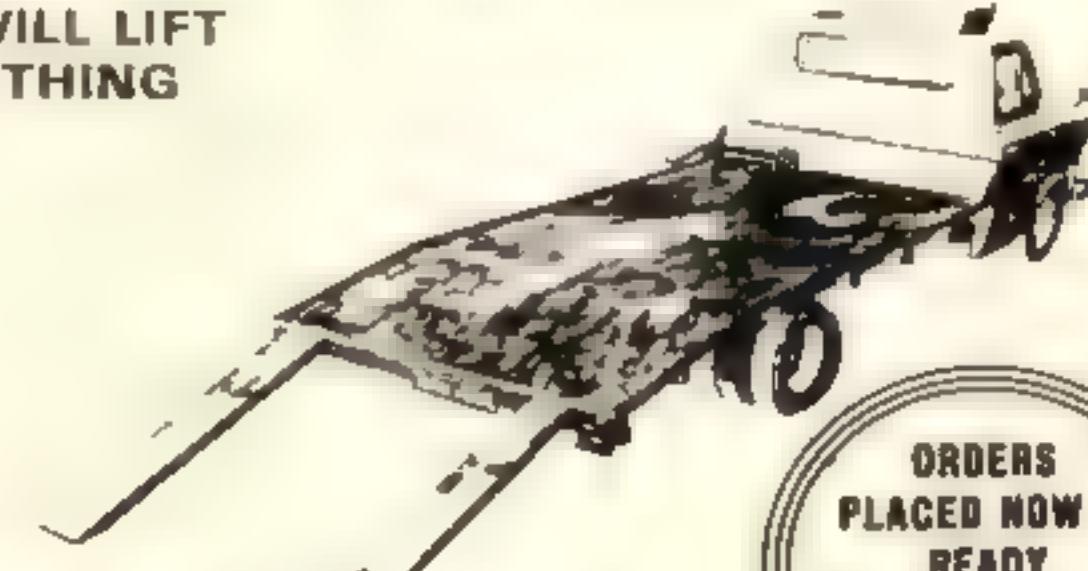


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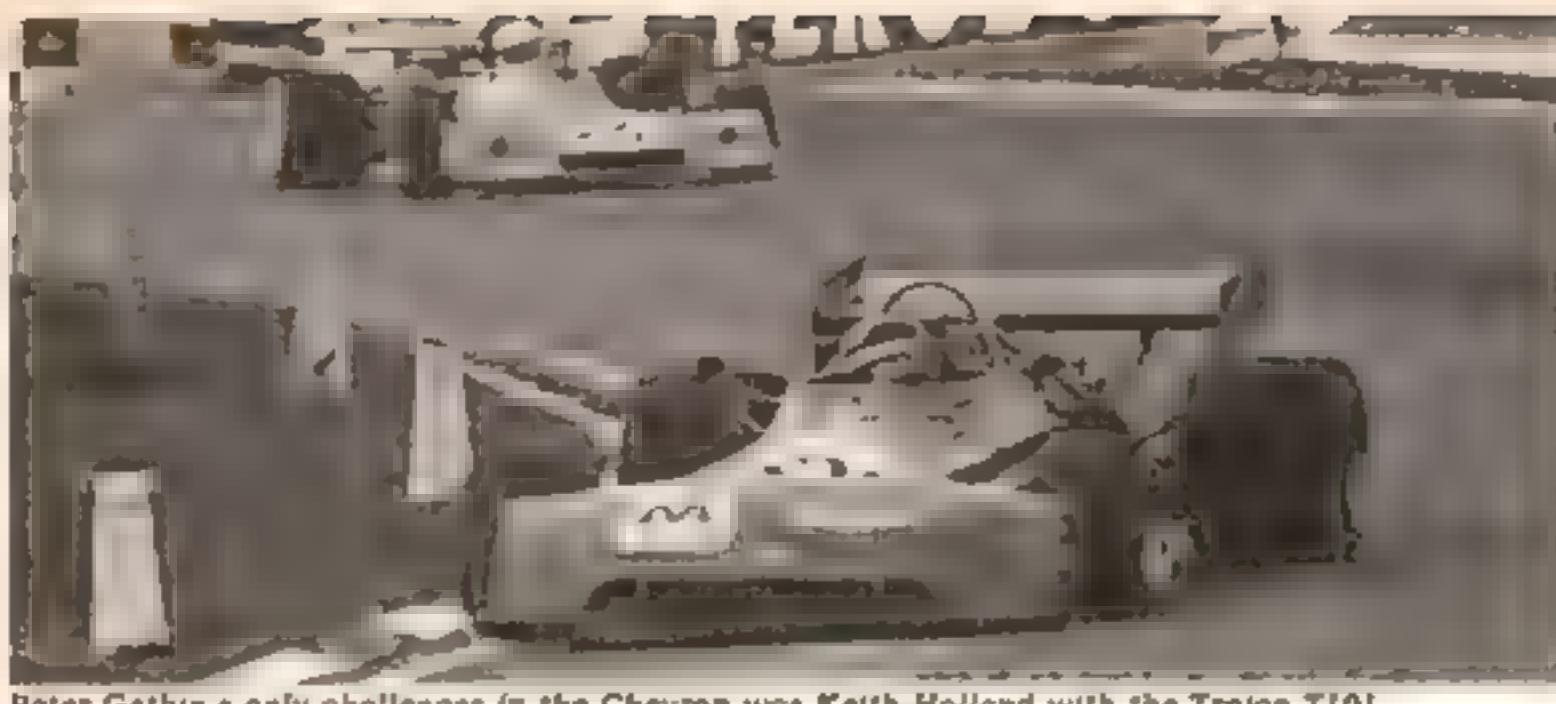
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Peter Gethin's only challenger in the Chevron was Keith Holland with the Trojan T101

FORMULA 5000

The old Gethin magic

He may have been rejected by BRM for Formula 1, but when it comes to Formula 5000, there are few drivers who can stay with Peter Gethin. Driving a bright and new Chevron B24 against the best field of these cars ever assembled in Europe, Gethin won the opening round of the Rothmans F5000 Championship at Brands last Saturday. He pulled away from the rest at well over a second a lap, finishing the 26 laps over 36 sec ahead of Brett Lunger's Lola T330. In the process, Gethin set a new lap record of 1 m 24.8 s, an improvement on the old of over 1 s.

Undoubtedly last Saturday's F5000 field was a good one, but the un-readiness of some cars and a dramatic first-lap incident at Dingle Dell which accounted for four of the 20 competitors meant that only 11 were running at the end. Many observers thought the lifting of the ban on petrol injection this year would make carburettors obsolete. None of the Gethin's winning car was using a regular Alan Smith-tuned carburettor engine, and there was nothing the much-vaunted injected motors could do about it. Perhaps time will alter all that.

ENTRY

Organisers in Britain will obviously benefit from the late start to the American F5000 Championship if the Brands entry list was anything to go by. There were lots of competitive cars with equally important, competitive drivers. If only everyone was saying, F5000 could always have this class. Of the 20 cars which made it to the grid, there were seven Lola T330s, four Chevron B24s, three Trojans, a couple of cars each by Surtees, McRae and McLaren and a single March.

Bound for America were the two Haggard Slack T330s, immaculate with their Morand fuel-injected engines. Drivers David Hobbs and Brett Lunger looked equally immaculate as Carl Hogan had them kitted out in the latest and best race wear. Two other brightly coloured T330s were entered by Shellsport Luxembourg for reigning European Champion Gijs van Lennep and Tom Belso who were joined by Clive Santo with the Surtees TS11 which van Lennep drove last year. All had normal Alan Smith-prepared engines.

Smith power was used by Guy Edwards in his Barclays International Lola, while the similar car of Ian Ashley, looked after by Rocky Plumridge and entered by Bentley Forklift Company/Doug Harwick, relied on a petrol-injected Bolthoff V8 for motivation. Colin Hyams had his T330-Bolthoff on hand, and although it was tried during Friday's unofficial session, the Australian decided the car was unready and scratched. The car differs from all other T330s in having a partially enclosed engine.

Over in the Chevron camp, three 1973 B24s were completed for works man Peter Gethin, who will race in the US with

Marathon Oil sponsorship, and for the Anglo-American Racing Team of Tony Dean and Bob Brown, who will be racing in the Rothmans series. While Gethin relied on a carburettor Smith motor, Brown and Dean used fuel-injected Morands. A similar car was entered by Racing Team VDS for Teddy Pilette, but wasn't really ready and the Belgian resorted once more to his familiar McLaren M18/22, equipped with an injected Morand. The fourth B24 was the prototype from last year which Steve Thompson raced in the Tasman series. Equipped with an RES carburettor V8, the Servis Appliance Racing Team B24 differs from later models in not having a deformable structure chassis. Of course this type of equipment is not currently necessary for F5000, but Chevron are thinking one step ahead. (Or perhaps building a car that, with modification, could be turned into an F1?)

Three Trojans appeared, for Keith Holland, Bob Evans and the man who has a great deal of experience with the M21 from which the T101 was developed, Jody Scheckter. Holland's Jan Ward Racing entry had normal Smith power and Evans' McKleinie STP trojan was equipped with a Race Engine Services-prepared V8. But before practice began Scheckter's engine was the envy of all Smith tuners—Sid Taylor had managed to acquire the unique Alan Smith-prepared Chevrolet equipped with interesting cross-over injectors for the petrol injection. It was said that the petrol injected engine was good for an extra 30 bhp, suffered little loss in torque characteristics, and had a much smoother action. The engine didn't live up to those promises last weekend.

Graham McRae's Iberia Airlines McRae, equipped with a lashed-up V8 of Bartz and Morand parts, arrived late. Jock Russell's McRae-Smith proved to be the marque's only other representation after Tasman competitor Alan Rollinson experienced trouble with the customs men with his equipment, and Peter Hanson's car was not ready.

The ex-Thompson Surtees-REC TS8 remained in the Servis team but was handed to Ray Allen, while McLaren's other representation came from Clive Baker with his Torquay Resorts-entered M10B. This car was equipped with a rather tired Bolthoff engine after Baker's scheduled RFS engine was not readied in time. It seems that Baker will have the new engine for the next round, and is currently casting around for a more modern chassis and sponsorship in order to remain in the hunt.

Sole representation for the March was John Gunn's 73A, the car seen at the Racing Car Show. Equipped with Gunn's own injected Crane Cams/Bartz motor, the stubby little March will shortly be returned to the American importer for the L&M series. It was Gunn's first time in the car, and his first visit to Brands.

Among those cars present which did not

start were Chris Shaw's Lola and Leda. John Bowtell's McLaren M10B, Bill Wood's McLaren M14 and Chris Featherstone's Lola did not qualify.

PRACTICE

For most people practice was a question of sorting. Most cars were factory-fresh and in need of setting-up, although this didn't seem to bother Gethin, whose B24 was finished a few hours beforehand. Undramatic, unflurried Gethin hurtled around the track he knows so well to claim a comfortable pole position, 1 m 23.9 s. Compare that with the next best man, Keith Holland, who looked as though he was working hard for his 1 m 24.7 s; the old lap record of 1 m 26.0 s, and the F1 record only a 10th better, then Gethin's time in such a new car was quite remarkable. Indeed, the old record took a fair pasting by the Lolas of Lunger (1 m 24.7 s), Edwards (1 m 25.2 s) and Hobbs (1 m 25.3 s), and in a determined late challenge (after a late arrival) by the triple Tasman champion, McRae (1 m 25.6 s).

None of the Luxembourg trio, particularly the Lola drivers, were overjoyed at their progress, although Anglo-American pair Dean and Brown were happy despite a temporary injection misfire. Brown, another Brands newcomer, had brake troubles and left the circuit on Friday, thankfully without damage. His car appeared on race day with a rather second-hand nose cone—a sharp contrast to the beautiful turn-out of blue bodywork from the previous day. The two Chevrons were switched from Goodyears to lower profile Firestones for race day, the very reverse of the trend by the Shellsport team.

Much was expected of the Scheckter Trojan with its trick Smith motor. But despite the constant attention of Ron Tauranac, the car was not going too well. Indeed, Scheckter seemed to leap from his Trojan to his F1 McLaren, and although he achieved some success with the M10, he was singularly unsuccessful with the F5000.

Holland certainly provided good spectator value with his Trojan, though. He pushed the square-sided orange car around the track, sliding it, switching it, correcting it as though it were an uncontrollable animal. It looked as though he would be rewarded with pole until Gethin sneaked it from him late in the day while the Trojan set out at Westfield—out of petrol!

RACE

| | No. and Trojan T101 | Gethin Chevron B24 |
|----------------------|-------------------------|---------------------------|
| Edwards Lola T330 | 1 24.7 | 1 23.9 |
| 1 25.2 | Lunger Lola T330 | 1 24.7 |
| | 1 24.7 | Hobbs Lola T330 |
| Dean Chevron B24 | 1 26.0 | 1 23.9 |
| | van Lennep Lola T330 | 1 26.7 |
| | 1 26.7 | Thompson Chevron B24 |
| Eaton Trojan T101 | 1 27.0 | 1 27.1 |
| | 1 27.7 | Belso Lola T330 |
| | 1 27.7 | Russell McRae GM |
| | 1 27.7 | 1 27.7 |
| Gunn March 73A | 1 30.5 | Ashley Lola T330 |
| | 1 29.8 | 1 29.8 |
| | 1 29.8 | Borchester Trojan T101 |
| | 1 29.8 | 1 29.8 |
| A. on Surtees TS8 | 1 36.4 | Baker McLaren M10B |
| | 1 32.3 | 1 32.3 |

Those 20 cars on the grid certainly made an impressive sight and sound. From the rolling start, which saw all competitors weaving from side to side to warm up the tyres, it was Gethin into the lead. And that's the way it was to remain, Gethin drawing away to the tune of over 1 s a lap. Positions after one fraught lap saw Gethin leading from Holland, Edwards, McRae, Lunger, Dean, Russell (who was given a 1 m penalty for a jumped start), Thompson and Belso. But there were only 16 cars. Four were missing.

It seems that Scheckter, anxious to fight his way up the leader board, spun at Dingle Dell. He was eventually able to carry on, but others following in his wake were not so lucky. Ashley's Lola had a front wing

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knocked off, Evans' Trojan was slightly bent and Santo and Allen, braking hard to avoid the mess, touched and became retirements. Then there were 16, the best of whom by far was Gethin, pulling inexorably away from Holland, Edwards, McRae, Lunger, Dean, Belso, Thompson and the penalised Russell. Scheckter was beginning to make up ground, but Hobbs was completely out of contention with an ill-handling car. Poor Baker's race lasted only four laps before a blown cylinder head gasket forced him to the pits.

The positions remained much the same except for Scheckter, who was making up ground rapidly from his low grid position and after the first lap misdemeanor. He was up to seventh by lap 7, then pitted at almost the same time as third man Edwards. Scheckter's problem was a leaking tyre pressure valve and Edwards' cause for retirement was even more frustrating. Only five minutes before the start, it had been decided to change the transistor box after being troubled in practice by a duff coil. It was an unfortunate decision, because the little black box failed after seven laps.

Thus after 10 laps Gethin was steaming on to victory, gamely chased by Holland and by McRae who had inherited third. Lunger was fourth, chased by Dean who was ahead of the similar car of Thompson. But the Midlander was not hanging about, having passed Belso and about to set off in pursuit of Dean. Gradually, second by second, he was pulling in Dean, finishing less than a second behind in fourth place. Inspection of the Servis Chevron afterwards revealed worn rubber bushes in the rear suspension, which didn't help the car's handling.

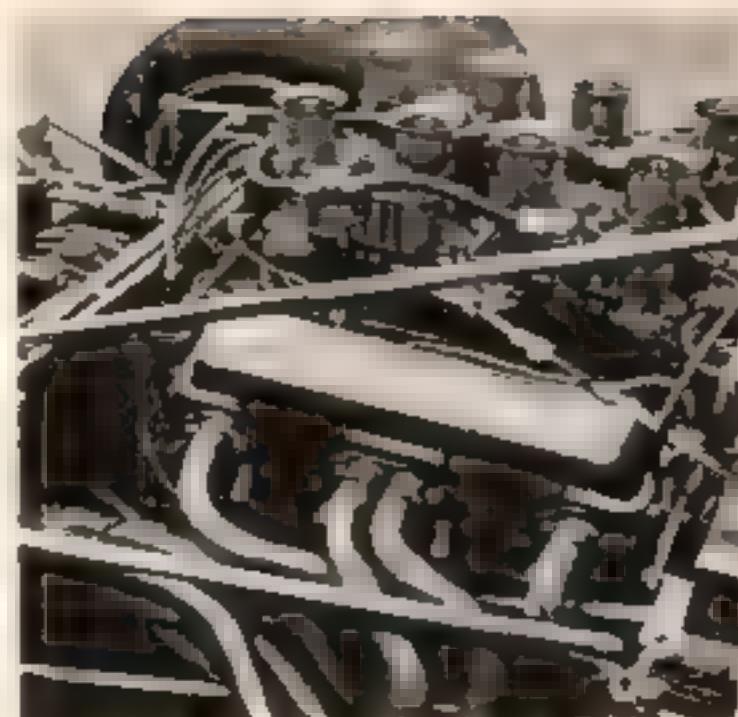
Belso forfeited his seventh spot on lap 11 when a plug lead came adrift. He made a pit stop and carried on, and was eventually rewarded with eighth place. A couple of laps later the race lost its second place man when Holland went off at Kidney. The Trojan limped back to the pits, tried another lap but contact with the track barriers had badly dislocated the steering.

Meanwhile Gethin was still tramping on. He set new lap record after lap record, eventually leaving it at 1 m 24.8 s on the 13th. While no one looked like catching him, Lunger did, took the catching second man McRae. Although the Lola was not handling too well, McRae's troubles were even worse—a deflating front tyre and cracked cylinder head gasket which was causing overheating. The motor eventually calmed enough on the 21st lap, making Lunger second, Dean third and the charging Thompson fourth. By this stage too Hobbs was getting the better of the Lola, which, unlike Lunger's similar car, had higher profile tyres which had taken longer to heat up. By mid-distance Hobbs had caught and passed van Lennepe and Pilette, who were engaged in their own private battle, and with the various retirements was up to fifth by the end, the last man to remain unlappped by Gethin. In the Belgian/Dutch battle, it was the more modern car of van Lennepe which was to get the better, finishing sixth. The two Americans, who were on their first visit to Brands, Gunn and Brown, were consistent rather than spectacular and were rewarded by ninth and 11th places at the finish.

RICHARD FEAST

Matham F5000 Championship race, round 1 Brands Hatch, March 17 25 laps, 46.25 miles

- Peter Gethin (Chevron-Smith/Chevrolet B24), 36 m 24.7 s, 110.87 mph
- Brett Lunger (Lola-Morand/Chevrolet T330), 36 m 18.1 s
- Tony Dean (Chevron-Morand/Chevrolet B24), 36 m 24.5 s
- Steve Thompson (Chevron-RES/Chevrolet B24), 36 m 35.1 s
- David Hobbs (Lola-Morand/Chevrolet T330), 37 m 29.2 s
- G. J. van Lennepe (Lola-Smith/Chevrolet T330), 24 laps
- Teddy Pilette (McLaren-Morand/Chevrolet M18/22), 24 laps
- B. Tom Beau (Lola-Smith/Chevrolet T330), 24 laps
- John Gunn (March-Crane-Barts/Chevrolet T3A), 24 laps
- Jack Russell (McRae-Smith/Chevrolet GM1), 24 laps, including 1 m penalty
- Bob Brown (Chevron-Morand/Chevrolet B24), 23 laps
- Retirements: Ray Ains (Surtees-RES/Chevrolet T3B) 0 laps, accident; Bob Evans (Trojan-RES/Chevrolet T101) 0 laps, accident; Ian Ashley (Lola-Smith/Chevrolet T330) 0 laps, accident; Clive Santo (Surtees-Smith/Chevrolet T3B) 0 laps, accident; Clive Baker (McLaren-



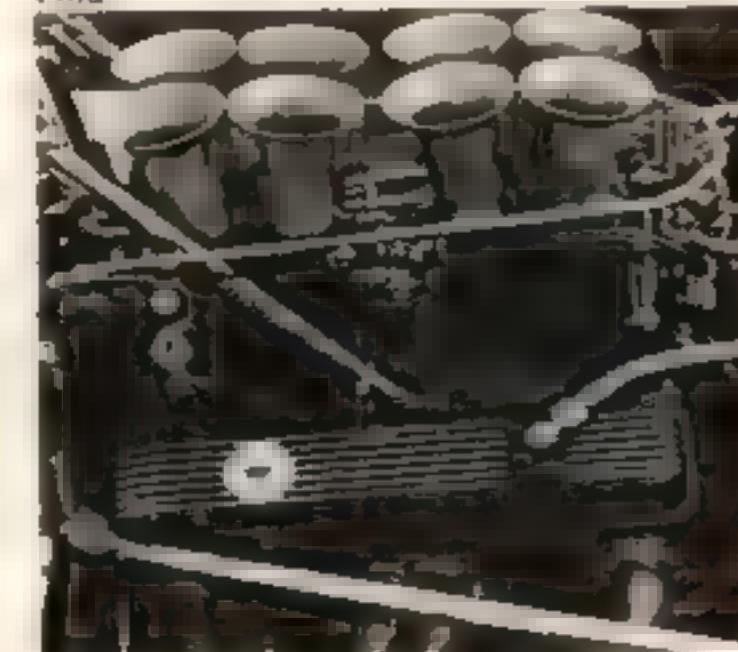
Alan Smith carburettor V8 in Gethin's B24 (above)



Cross-over injection for Alan Smith's engine in Scheckter's McLaren.



Injected Chevy V8s by Morand (above) in Hobbs' Lola and Barts (below) in Ashley's Lola



Bob Barts' injected Chevy V8 (above) in Hobbs' Lola and Barts (below) in Ashley's Lola

FORMULA ATLANTIC/FF

Vandervell's scorcher

As appetisers for the main races there were rounds of the major Formula Atlantic and Formula Ford Championships, both of which produced some good racing and a couple of deserving winners. Colin Vandervell, showing the kind of fire which made him so respected in FF, scored an excellent victory in his Triple Match-Smith 728 in the Yellow Pages Atlantic round; having made a dreadful start from pole position he scorched round the track, setting lap record after lap record, finally leaving it a staggering 1 m 28.0 s, and seven laps from the end took the lead from Cyd Williams' Brabham BT40 which had led from the start despite being on the fourth row. A good battle for third was finally resolved with John Nicholson keeping the place which he had held for most of the race just ahead of John Lepp.

In the BOC Formula Ford race Donald MacLeod drove very coolly in his old Merlin and held off repeated challenges from Stephen South and Derek Lawrence and was awarded the BP Man of the Meeting.

The new March production cars continued to shine last weekend as Colin Vandervell put his Atlantic 728 on pole position by .8 s from Tom Pryce's work Royale. However at the start of the 20 lap race neither of these two featured. It was last year's runner up in the championship, Cyd Williams, who surprised everyone by moving from the fourth row into the lead by the time they exited from Paddock. His comparatively low grid position in the Graham Eden car being caused by engine trouble after just four laps of practice. Little Cyd went charging off into the lead and at the end of the first lap he was chased by John Nicholson (Pinch Lyncar), Chris Meek (Tate of Leeds Motul), who had been penalised 1 m for a push start, Vandervell, John Lepp (Central Garage Chevron), Jim Patterson (Texaco March) and Stephen Choularton (Autovita March). The unfortunate Pryce was stuck out at Dingle Dell with a broken engine.

Meek spun at Druids next time round which moved Vandervell up a place but he was some way down on Williams, who already had a healthy lead, and Nicholson.

By lap five Vandervell was right with the hard trier Nicholson, but it took him another five to get past, both cars lowering the lap record as they got a little closer to Williams. However once Vandervell was through, at half distance, it took him a bare two laps to catch and pass the Eden Brabham. The pertinacious Williams was not letting it go at that however; Vandervell immediately pulled out nearly two seconds but as they got amongst the traffic the Brabham was back snapping at his heels again. However one got the impression that Vandervell was at his confident best and could extend the gap if he wanted to; finally he left it at 2.1 s.

Once Vandervell had passed Nicholson the Lyncar had its mirrors full of Lepp and, briefly, Patterson. The latter's challenge was short as the two old campaigners really got at it. In the end Nicholson pinched the place by .3 s. Newboy Patterson impressed for the second consecutive week and finished fifth. John Wingfield and Jim Murdoch (Tui) had a race long scrap which the F2 man settled in his favour just three laps from the end. This gave him sixth place after Choularton's smart March left the place vacant when the engine blew two laps earlier.

Meek came charging through the field and took eighth despite the penalty and spin. Stan Matthews' Ensign was in his company for much of the time but had lost a couple of laps in the pits with throttle problems. The two Surtees TS15s of Peter Wardle and Bob Salisbury were very disappointing and finished ninth and tenth both a lap down. Ray Mallock gave the Holbay BDA its first race

in his much modified Chequered Flag 712M March and after spending practice learning all about single seaters, he moved up eight places on the first two laps before the engine made some nasty noises. An unfortunate non-starter was Mallory winner David Purley who suffered engine trouble in his March after just half a lap of practice and so failed to qualify.

The grid for the third round of the British Oxygen Golden Helmet FF Championship was, of course, full to the brim. With only ten laps to sort themselves the odds were low on there being a shunt at Paddock on the first lap; but no, they all got round and, surprise, surprise, they went the rest of the distance without any major disasters.

It was the Scot Donald Macleod in his Mervyn who took the initiative from the start chased hard by the very attractive Ray of Stephen South. Derek Lawrence's much improved works Dunlop, Bob Arnott (Merlyn), Frank Hopper (Royale RP16) and Cyd Fox (Camel Hexagon-Hawks).

Macleod and South seemed to have a slight lead at the end of the second lap but some brave driving by Arnott saw him leap from fourth to first and set fastest lap next time round; on the following tour he was back to fifth with Macleod leading again from South, Lawrence and Hopper. From then on it was Macleod all the way. South applied some very heavy pressure but for the

third week running got too enthusiastic and spun away a good placing two laps from the end. The experienced Lawrence neatly avoided the spinning car at the bottom of Paddock and prepared for his bid. However Macleod kept his head well and despite the Dunlop virtually appearing on both sides at once scored a well deserved win although both cars were credited with the same time.

South's spin delayed Hopper and Arnott a little but they kept it close right to the flag with the Royale getting the verdict by .6 s. Fox had been dropped by this time and only held off the recovering South by .3 s. Richard Morgan drove steadily, if a little sideways, and held seventh throughout although near the end Rob Wicks (Merlyn), Dick Parsons (Royale) and Mike Taylor (Palliser) were closing in.

IAN PHILLIPS

Yellow Pages Formula Atlantic Championship round
 (20 laps) 1. Colin Vandervell 1m 38.9 s. 2. Cyd Fox 1m 39.5 s. 3. John Nicholson 1m 40.0 s. 4. John Lyell 1m 40.5 s. 5. Jim Patterson 1m 41.3 s. 6. John Whittle 1m 41.8 s. 7. Rob Wicks 1m 42.0 s. 8. Dick Parsons 1m 42.5 s. 9. Mike Taylor 1m 43.0 s. 10. Brian Macleod 1m 43.5 s. 11. Ray Rowland 1m 44.0 s. 12. Stephen South 1m 44.5 s. 13. Donald Macleod 1m 45.0 s. 14. Derek Lawrence 1m 45.5 s. 15. Frank Hopper 1m 46.0 s. 16. Cyd Fox 1m 46.5 s. 17. John Arnott 1m 47.0 s. 18. Jim Patterson 1m 47.5 s. 19. Colin Vandervell 1m 48.0 s. 20. John Whittle 1m 48.5 s. 21. John Lyell 1m 49.0 s. 22. Brian Macleod 1m 49.5 s. 23. Rob Wicks 1m 50.0 s. 24. John Nicholson 1m 50.5 s. 25. Colin Vandervell 1m 51.0 s. 26. John Whittle 1m 51.5 s. 27. John Lyell 1m 52.0 s. 28. Colin Vandervell 1m 52.5 s. 29. John Whittle 1m 53.0 s. 30. John Lyell 1m 53.5 s. 31. Colin Vandervell 1m 54.0 s. 32. John Whittle 1m 54.5 s. 33. John Lyell 1m 55.0 s. 34. Colin Vandervell 1m 55.5 s. 35. John Whittle 1m 56.0 s. 36. 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GROUP 2

Gardner thunders to convincing win

It would have been a major upset if the 3-litre BMW or Ford Capri defeated the 7-litre Camaro in the opening round of the Group 2 British Touring Car Championship which concluded last Sunday's Brands meeting. But we had seen enough surprises for one day with the Race of Champions, so Frank Gardner restored sanity to the proceedings with a convincing win in the SCA Freight Camaro. Frank was never really pressed but Brian "Yogi" Muir didn't half have a go with the lightweight BMW CSL. Just before half-distance Yogi was lapping eight-tenths of a second faster than Gardner when he was just 2 s behind him, but then spun away his chances at Paddock. And what about the much-heralded Broadspeed Capri? Well, Dave Matthews was not able to show his or the car's potential. He had to battle with a poor old engine about to blow-up and a car which needed a bit more sorting out, so on this occasion he had to make do with sixth.

The class results did produce a surprise—would you believe, in the 1-litre class? Bill McGovern's new Rover Imp retired when leading its class so it was McGovern's last year's car, now driven by Lee Nash, who scooped maximum points. Vice Woodman's annihilation of the 1300 class with his BDA-engined Escort was embarrassing while Dave Brodie spectacularly drove the works 3-litre Escort into a very good second overall, and Andy Rouse was equally as impressive with his Escort BDA as he followed Brodie throughout in third.

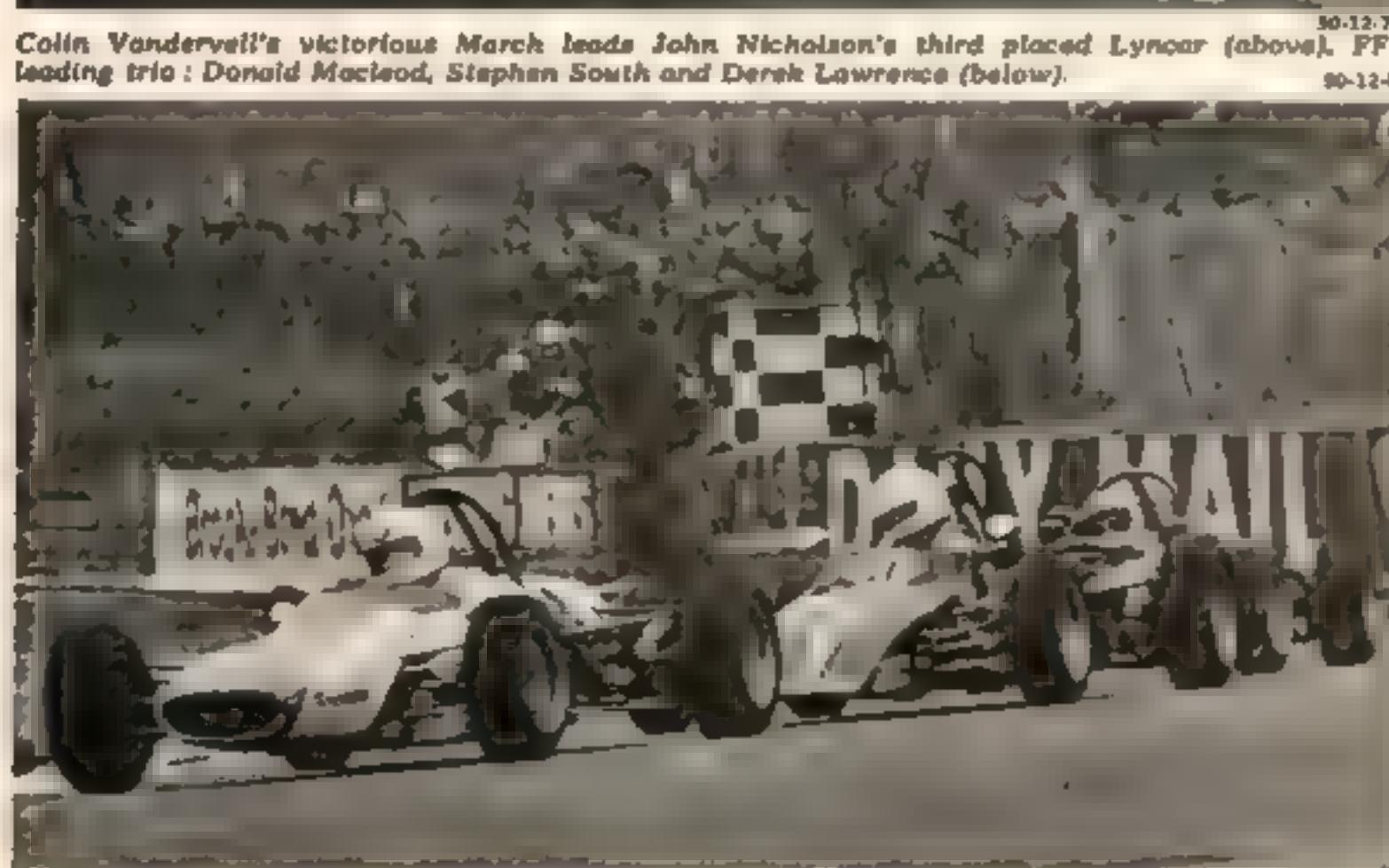
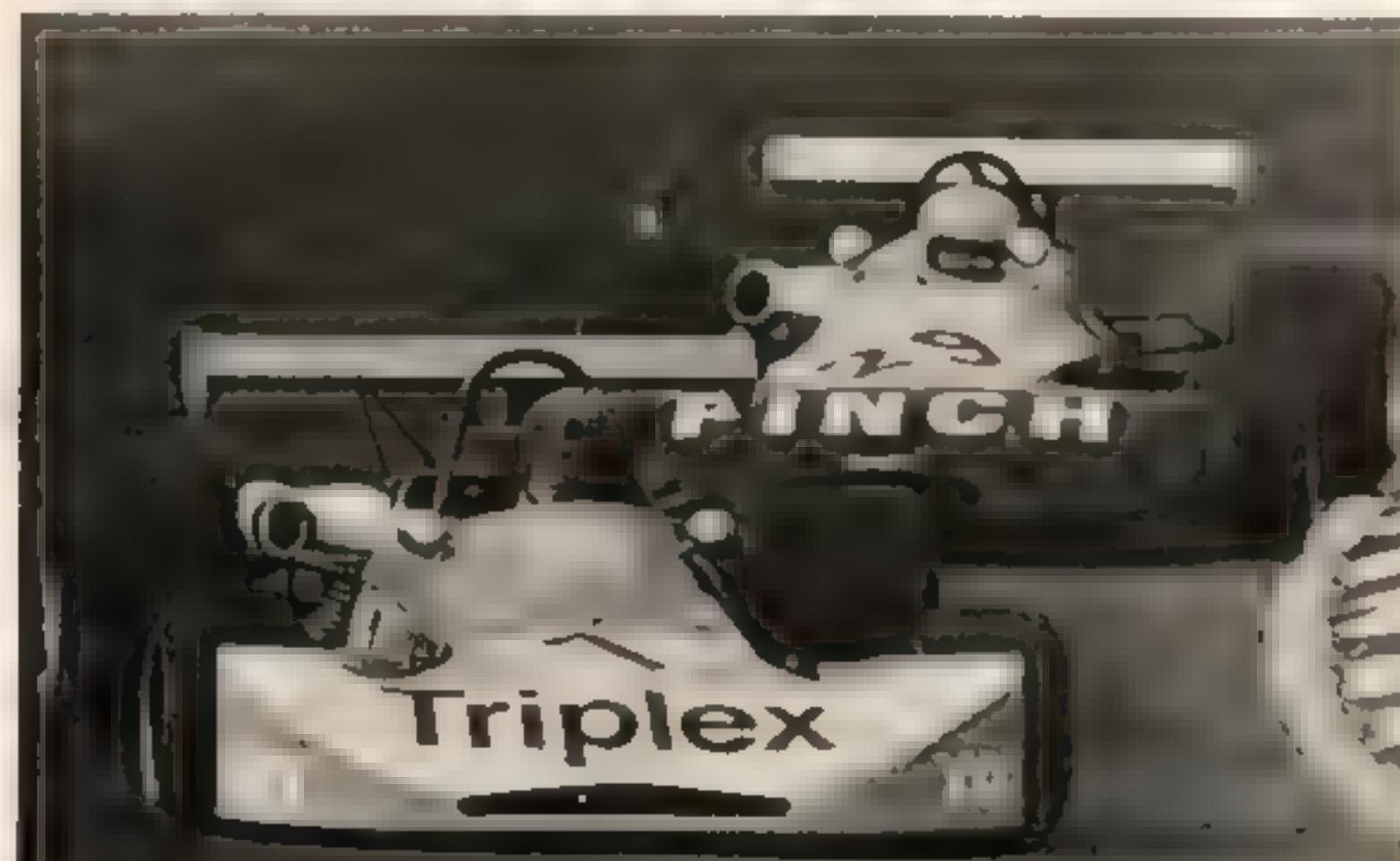
ENTRY and PRACTICE

With its 552 bhp 7-litre aluminium engine, the smart SCA Freight Camaro really flew in a straight line with Frank Gardner piloting it. Looking like a flying can of Castrol GTX, the Camaro with its four single-barrel Holley carbs, lapped in 1 m 38.4 s, just over a second under the record. But it wasn't all smiles in Adrian Chamber's camp, for the car was leaking oil from the gearbox.

Exactly 2 s slower was Malcolm Gartlan's BMW CSL which Brian Muir was throwing through the corners in fine style. Alpina's Burkard Bovensiepen was there to look after the car his tuning company built and Gartlan anticipates that as soon as they find another 50 bhp "then they will give the others a run for their money." Dave Brodie was opposite-locking his works Escort, entered by Norman Reeves, in typical spectacular fashion, to record 1 m 40.8 s. Brodie's car has a Boreham-built 2-litre alloy block BDA engine, and the suspension set-up is the same as used on his last year's Len Bailey-designed black and gold Escort. Incidentally, this car is turned out in blue and silver.

The immaculate Lindrick Finance Racing Capri of Dave Matthews completed the second row. As described in last week's issue, this new Broadspeed device incorporates a complicated suspension set-up and uses a 316 bhp Westlake V8 engine. Unfortunately a lack of pre-race testing meant that the car wasn't too competitive and in practice Matthews sometimes found the steering wheel being yanked out of his hands, so all was not well with the handling. And then after recording 1 m 41.7 s, the new Westlake engine dropped a valve and he had to go back to an old 280 bhp built up from bits overnight—even using a standard RS crank.

The third row contained a brace of Escorts driven by newcomers to this class. Recording



1 m 42.1 s was last year's Mexico champion Andy Rouse in the 2-litre alloy block Broadspeed Escort, the ex-Dave Matthews car, which is entered by Vince Woodman's concern and sponsored by Esso Uniflo. Equally impressive was former Mini ace Jonathan Buncombe in the ex-Dave Brodie Escort who recorded 1 m 43.1 s despite a lack of brakes. Buncombe has been dreadfully unlucky so far—the rebuilt 2-litre Racing Services engine which Brodie used last year had its flywheel fall off when it was started up in the garage so he had to go back to an 1850 Hart BDA engine for this race.

Martin Thomas' 6.7-litre Chevrolet Camaro suffered engine problems but still managed 1 m 45.4 s to share the fourth row with Vince Woodman (1 m 47 s) whose Escort now sports a 1300 Broadspeed BDA engine and was easily fastest of the 1300 cc contestants, although he had lost his front spoiler in the paddock. His nearest rival was Paul Burt who has continued where Jonathan Buncombe left off with the Longman-prepared Mini to record 1 m 50.4 s. Incredibly Bill McGovern's latest George Bevan Imp shared the fifth row with Burt after getting round in 1 m 51.5 s. Another change-over in the Mini camp was with the ex-Rob Mason car which Alan Jones was now at the helm of and he headed the sixth row in 1 m 52.3 s. With him was Gillian Fortescue-Thomas whose Boreham-built Escort had a 1300 BDA engine but the car was not the one she will have this season but a left hand drive version built for Erik Hoyer. She recorded 1 m 53.1 s but blew a cam cover.

Cornering times taken from the middle of Bottom Straight to where the cars put the power on after going under the bridge at South Bank made some interesting comparisons. Fastest through the bend was Matthews who continually clocked 8.8 s compared with the BMW which steadily clocked 9 s and 9.2 s, even when he was lapping in close company with Matthews for some laps. Gardner took 9.2 s, 9 s and 9 s in three consecutive laps near the end of practice and Brodie was down to the 9 s mark, on one occasion hitting Woodman's Escort as they came into South Bank. Rouse was usually fractionally slower but much smoother through the corner and Buncombe was also down to the 9.3 s mark. Of the other contenders, Woodman's Escort was in the high 9 s bracket as was Burt's Mini, so the Mins were not losing out in the bends, and McGovern took just 10 s on most laps.

RACE

Apart from various lucrative spectator competitions, the new saloon car association brought more life into the 20 lap race by having a rolling start. But two cars didn't even make it. Poor Buncombe had more dreadful luck. After starting the car successfully in the paddock, he came on to the grid to find the battery wouldn't turn the engine over so he was out. Also out was Alan Jones' Peter Vickers-tuned Mini with a dropped valve. More drama surrounded Yogi Muir's BMW as he found he couldn't select fourth gear on



The two VWM Escorts of Andy Rouse and Vince Woodman at Driftwood. 20-12-4

the warming-up lap and after some frenzied activity, he eventually took up his front row grid position.

The rolling start was quite something but naturally favoured Gardner, and it was the Camaro which thundered into Paddock ahead of Muir, Brodie and Rouse. The Camaro immediately laid a smoke screen with oil leaking from the gearbox, but unlike this race last year, it didn't get worse. Muir's fourth gear problem remained in the race and by the end of the first lap the Escorts of Brodie and Rouse were through into second and third places. Thomas' Camaro, Matthews' Capri with its poor engine, and Woodman's Escort were the next ones up, well clear of the rest of the field.

Lapping well off his record, Gardner still extended his lead while Muir's drive in the BMW was a joy to watch. From my perch at Bottom Bend, he was powering the 3-litre machine out of Driftwood and through Bottom in magnificent—sometimes sideways—style, visibly gaining on the two Escorts. By the fifth lap he was close enough to get by Rouse before South Bank and a lap later he did the same to Brodie, but there seemed little chance he would catch Gardner.

The sight of that thundering oil can leaving Clearways and flashing along the Pit Straight into Paddock at a seemingly unbelievable pace was fabulous. Still, Yogi was also really going, gaining yards and yards on the Camaro through Paddock, Driftwood and Bottom Bend. By the eighth lap there was only 2 s between them but coming into Paddock for the 10th time, the BMW was suddenly going backwards on braking for the corner in a cloud of rubber smoke. Yogi controlled the car magnificently to avoid hitting the sleepers, pointed the car in the right direction and set off again behind the Escorts.

That really was the story of the race for the leaders. Gardner then was untouchable, not really having to try at all—he only

equalled the record. Brodie's engine misfired at top revs but he had pulled out a sufficient amount on Rouse for it to not be a problem. Both drivers were extremely impressive, but in different ways; Brodie twitching the car from lock to lock out of Driftwood into Bottom while Rouse was much smoother and didn't appear to lose much ground as a result. Despite his spin, Yogi was still going great guns and set his eyes on catching Rouse—it was a real joy to watch Yogi sliding the BMW through Bottom as he closed on the Escort and he almost did it with less than a second separating Muir from Rouse at the finish. The BMW had certainly been impressive.

Thomas never lost fifth place throughout the race. Matthews pressed him for the first 11 laps and very nearly displaced him on braking into Bottom and South Bank, but thereafter the Broadspeed Capri dropped back. The old engine was playing up—Matthews had already watched the temperature gauge needle go right off the clock and come back up again on its second circle(!) and then on the 10th lap the oil pressure light came on as well, so he backed off even more. For this team, the Brands race was a test session, so watch out for the fireworks from this car in the next rounds. With Brodie's ingenuity and Matthews' driving, it's sure to be a possible race-winner soon.

As we all expected, Woodman's domination of the 1300 class was overwhelming. From the first lap, he had an enormous lead over his Mini rivals and held on to a comfortable seventh place throughout the race. Paul Burt's Longman Mini got to the head of the Mini battle by the second lap and pulled away easily from Jon Mowatt's Mini for eighth place only to be demoted back to ninth behind Mowatt when a 1 m penalty for a push start before the flag was added. Chris Montague's Mini battled with Mowatt before a pipe to an extra radiator came off and the subsequent overheating brought him into the pits. And then we lost Gillian Fortescue-Thomas' Escort

G2 contestants: Frank Gardner's SCA Camaro (left) and Muir's BMW (right). 20-12-5



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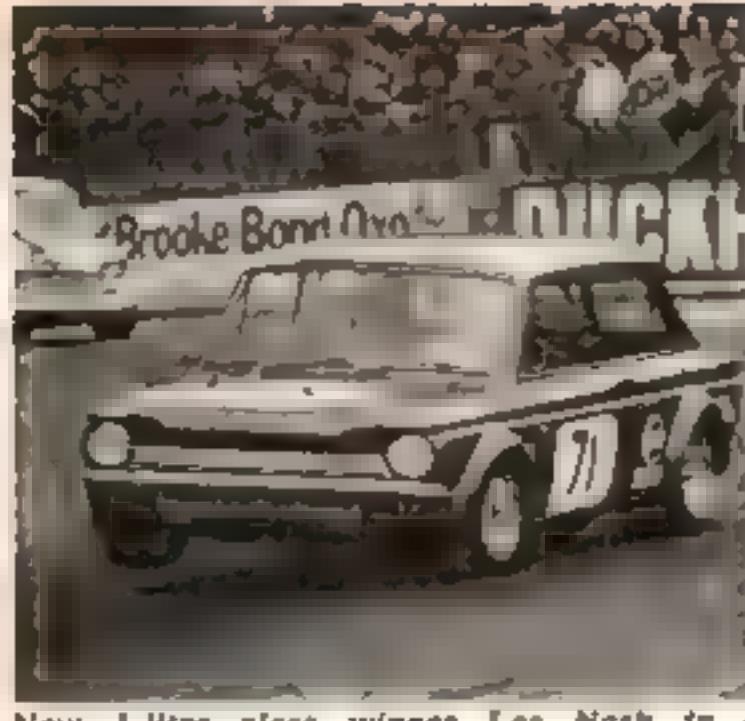
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Autosport



New 1-litre class winner Lee Nash in a Bevan Imp.

SO-12-1

BDA from this class with engine disorders, leaving 10th place and fourth in the 1300 class to OH Thatcher's Escort GT.

The 1-litre class was well fought out between the Imps. Ivor Goodwin led to begin with before Bill McGovern set his seal on the proceedings leaving a battle between Goodwin and Adrian Webb for second. Meanwhile Les Nash in McGovern's old car was quickly coming through the field from the back row and by the fourth lap had disposed of these two. A lap later McGovern coasted through Paddock and pulled off at Druids. Although he was able to continue for two laps, he eventually retired for good along Bottom Straight with a suspected broken camshaft drive. This left Nash a convincing 1-litre winner and Goodwin got the better of Webb in the latter half of the race for runner-up spot. Melvyn Adams had bad luck with his car, which is the one that was crashed at the Palace last year and has since been rebuilt. On the sixth lap he was hit by Barry Johnson's Mini which caused enough handling damage to

slow his pace considerably, but he still managed fourth in class.

ROBERT FEARNALL

| Brands Hatch, March 18 | | |
|---|---|---------------------------|
| RAC British Touring Car Championship, round one | | |
| 20 laps, 13 miles | | |
| 1. Frank Gardner (7.0 Chevrolet Camaro ZL1) | 34 m 04.2 s. 83.52 mph | |
| 2. Dave Brodie (2.0 Ford Escort RS) | 34 m 06.5 s. | |
| 3. Andy House (2.0 Ford Escort RS) | 34 m 14.2 s. | |
| 4. Brian Muir (3.0 BMW 3.0 CSL) | 34 m 19.1 s. | |
| 5. Martin Thomas (5.7 Chevrolet Camaro Z28) | 34 m 57.6 s. | |
| 6. David Matthews (2.0 Ford Capri RS) | 35 m 27.7 s. | |
| 7. Tony Woodman (1.3 Ford Escort RS) | 35 m 40.8 s. | |
| Jon Mowatt (1.3 Mini Cooper S) | 35 m 40.8 s. | |
| John Cooper (1.3 Mini Cooper S) | 35 m 40.8 s. | |
| 10. G. Burt (1.3 Ford Escort GT) | 35 m 40.8 s. | |
| 11. Lee Nash (1.0 Sunbeam Imp.) | 35 m 40.8 s. | |
| 12. Chris Parsons (1.3 Mini Cooper S) | 35 m 40.8 s. | |
| 13. Ivor Goodwin (1.0 Sunbeam Imp.) | 35 m 40.8 s. | |
| 14. Adrian Webb (1.0 Sunbeam Imp.) | 35 m 40.8 s. | |
| 15. Melvyn Adams (1.6 Sunbeam Imp.) | 35 m 40.8 s. | |
| Over 2000 cc: | | |
| 1. Gardner (43.32 mph) | 2. Muir (3.3.32 mph) | |
| 3. Thomas (4.32 mph) | 4. Matthews (Fastest lap: Gardner, 1 m 36.6 s., 83.75 mph; best 5 fastest laps) | |
| 1301 to 2000 cc: | 1. Brodie, 83.14 mph | 2. House |
| Fastest lap: Brodie, 1 m 47.4 s., 84.09 mph | | |
| 1301 to 1360 cc: | 1. Woodman, 87.97 mph | 2. Mowatt |
| 1. Burt, 4. Thatcher (Fastest lap: Woodman, 1 m 47.4 s., 84.09 mph) | | |
| Up to 1000 cc: | 1. Nash, 82.71 mph | 2. Goodwin |
| Webb (4. Adams, Fastest lap: 81.10 mph) | 3. McGovern (1.0 Sunbeam mph) | 4. 1 m 52.0 s., 85.18 mph |

SPARKS CELEBRITY

Blyth defeats strong opposition

The Ford Consul Granada race was the best ever entertainment race we have seen at Brands. Organised by Sparks, champions of other sports took part in this race which was won by round-the-world yachtsman Chay Blyth. Blyth made the best start while pole position occupant Rachel Hayhoe-Flint and second row man Colin Cowdry made slow starts, rather delaying the rest. (Most of the quick ones were near the back). Blyth held a huge lead but around half-distance was caught by Ivan Mauger, Reg Harris and power boat ace Tom Percival. When Blyth was baulked, the four were all together until Mauger and Harris touched at Paddock, causing cyclist Harris to have a well-controlled spin. And then on the same lap Mauger spun at Clearways, leaving Percival to attack Blyth, who was completely unconcerned about everything going on around him.

Percival tried desperately to get past Blyth on the last lap, which resulted in some alarming moments at Kidney while lapping took place. But Blyth hung on to his lead by 0.6 s. Equestrian Richard Meade and Clement Freud closed up on these two near the end, but Meade crossed the line a safe third when Freud overcooked it at South Bank. He continued to finish fifth behind Mauger who recovered from his spin well with Harris up to sixth after his indiscretion.

David Hemery spent some time autocrossing but got to seventh while his sparring partner, David Duckham spun at Druids near the end and finished 12th. With all these spins, there was quite a long gap before the next pair crossed the line, rugby man John Dawes finishing 2 s ahead of Henry Cooper, whose Consul GT had come into contact with Jimmy Greaves on the first lap. Greaves finished 10th. Another spinner was Mick McManus, this time at Clearways while being lapped.

During Percival's great drive from the back, he equalled Gillian Fortescue-Thomas' best lap in similar cars of 71.93 mph and Blyth's average speed was 63.55 mph. It certainly was a great spectacle, with amusing commentary from Nicholas Parsons, Graham Hill and Barrie Gill and great participation from the contestants.

One non-starter was golfer Michael Bonallack in Friday's practice, with Motor's Tony Dron in the passenger seat, Bonallack had an enormous accident at Paddock. The car overturned several times before demolishing several sleepers and the marshal's post on the outside of the corner. Bonallack was unhurt and Dron escaped with severe bruising.



Close stuff in the Granada race with Chay Blyth leading a side-by-side Reg Harris (10) and Ivan Mauger (above). Below the result, with Harris spinning and Tom Percival about to perform a fantastic avoiding act.

SO-12-2



A few of the things we did to perfect the new Pirelli Roadstar and MS35



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1971 Sweden Rallies Championship
1971 German Rallies Championship
1971 Rally dei 1000 Laghi (Finlandia)
1971 R.A.C. Rally

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Roadstar and MS35 are additions to the Cinturato range. Information is available from the Performance Bureau, Pirelli Limited, Derby Road, Burton on Trent, Staffs.

SPORTS EXTRA

With just two weeks to go before the start of the drag racing season proper, teams all over the country are putting the finishing touches to the biggest collection of new and rebuilt machinery to appear at the strips.

Fresh from their qualifying runs at the Winternationals in California, Dennis Priddle and Clive Skilton will both field new cars. Priddle's is still front engined, but built in the States by Woody Gilmore and powered by drag racing's first purpose built motor, the all-aluminium Donovan 417, based on the famous 392 in Chrysler, but better in every way with its massive strength, easy maintenance and light weight.

Skilton's car is the now popular rear-engine design, but powered by an iron 392 in, the car won last year's Winternationals with a similar engine. Priddle feels that the conventional design has a more immediate impact on the general public as a dragster, although being a tenth of a second behind on times simply because no new ones have been built for a year or so.

Other rails will include Santa Pod's own "Firefly," currently the fastest car in the country at 215 mph, if not the quickest. With its Gartlins-built 426 in Dodge, it has to be capable of high sixes, whilst its original engine, another 392 in, will now power Nobby Hills' "Houndog," which should be capable of very low sevens. Peter Bennett promises to debut his long-awaited Chevrolet powered rail, and should get close to the various hemi-powered cars, equipped as it is with every part in the book.

With Castrol continuing to back Skilton, his "Third Revolution" will carry the backing of Aches and Pollock, who supplied the tube for the car, and be run by the "Hillbillies" team of Funny car fame. Priddle too will be well supported, with 208, Revell, John Woolfe, Queensway Travel and Custom Car all helping out. With perhaps two more big dragsters in the wings, it will be more than a three-sided fight this year, and a 6.2 is well on the cards from Priddle.

The exciting Funny car division looks as if it has at last got off the ground with at least four cars. Priddle will be running the "Mister Six" engine in an Avenger body; Santa Pod will field a 426/Capri later in the season; the Barnett motor group have Nobby Hills' 354 Chrysler for their Capri, and Ed Shaver has his fabulous Reliant, with Keith Black-built motor. One of the most immaculate cars ever turned out in the UK, it will only run with full backing—a problem that also faces Fred Whittle, who plans to build a Capri if he can find a sponsor to back him.

This financial handicap will also keep his 180 mph-altered out of contention this year, leaving Castrol/CC champ Phil Elson with his rebuilt 392/Model T to fight it out against the Stones' all-conquering injected Chevy/T. With a lower compression ratio, Mickey Thompson rods, slightly higher gear ratio and more nitro, the Elson equipa plan on trying for a seven without a blower—a fantastic achievement if they can make it. With Mark Stratton's rear-engine funny rounding out the ranks, the class should see some pretty good action and probably the last season for the big altereds, as the switch to funnies continues.

However, in the Senior Comp class, the entry has never looked stronger, with at least 15 "CC" and "B" class cars ranging from Colin Mullen's 350 Chev/Fireenza; his old car now in Phil Carlyle's hands; Marshall-

DRAGSTER PREVIEW

Big collection of new exciting machinery

Dickson Racing's monster 474 Olds/Pop, and many others including the indecently fast "Stripteaser" Mini/Jag.

Perhaps the best class of all will be Pro Stock—it should certainly be the closest with STP's £750 to be fought for. Starting as "paper" favourites will be Garry Goggan with his imported Pro Camaro, complete with a choice of three engines. Also new in the country is the similar Camaro of Pete Crane and Ray Edmundson, with sponsorship from Hunter Plastics. This has a newly built 440 in engine, and is expected to run low tens. Kevin Pillings '67 model has had considerable work done, including a Weslake head job, whilst Keith Harvie has built up a couple of new engines for his "Firebrowed" current record holder at 11.2 s.

Tony Dickson has imported a new 432 in Chev for his "Money Hungry," and is sticking with his B & M auto trans. Long time supporters of Marshall-Dickson Racing Duckhams Oils have now made a welcome entry into dragging with financial aid as well for his car. Several English-bodied cars will also run, outstanding example being the 332 in Chevy V8/90 for Pete Stanford with the John Woolfe team and carrying the same backing as the other cars from JWR.

STP are also putting some money into Top Street, breeding ground for next year's Pro cars, and many of these were present at the pre-season practice held at Santa Pod on Sunday. Out of the 200-odd mostly street

vehicles present, a couple of dozen were big Corvettes, Camaros, etc., with most running low 14 s times. Outstanding was Mike Young's Corvette, which got down to a commendable 12.2 s despite a chronic misfire over 5500 rpm. On this particular run it was driven by former owner Jim Krecjki, but Mike will campaign the car for the rest of the season.

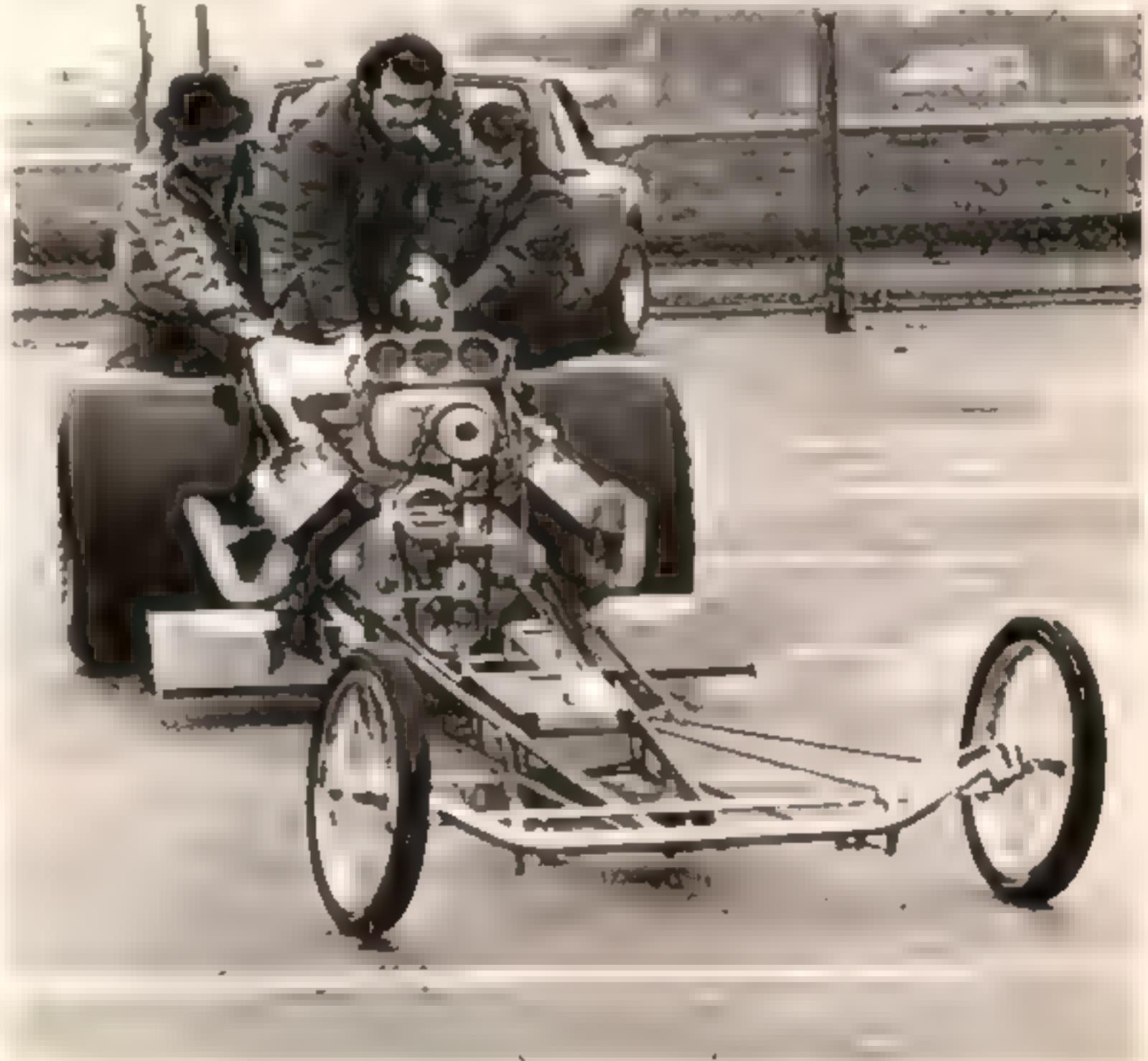
Pete Crane was the only driver out with a Pro car, and for a raw recruit to the strips after a five year absence, did well to get down to a 12.6 s without using more than 6500 rpm of the engine's potential 9500 rpm. Pete will have to sharpen his reflexes and get into the swing of things, and should then be very competitive.

Of the competition cars present, Phil Elson did one mild run to try out the stability of his new chassis, now fitted with 16 in slicks to handle the 392's power, and was very pleased with the improvement. Dave Stone also tried out the new engine in "Tex Rat," and ran a 9.9 s at 156 mph on a very low percentage, whilst Alan Herridge ran a short blast in "Firefly" to similarly check things out, and was happy with an 8.2 s at 150 mph.

There weren't too many other outstanding cars present, but the GUD Season Opener on April 1st will see the first round of the STP championships, and a full field in all classes, including the debut of Priddle's new Donovan-powered dragster.

"E. TIMES"

Dennis Priddle (middle) in the new Donovan-powered car at the rained-out California meeting.



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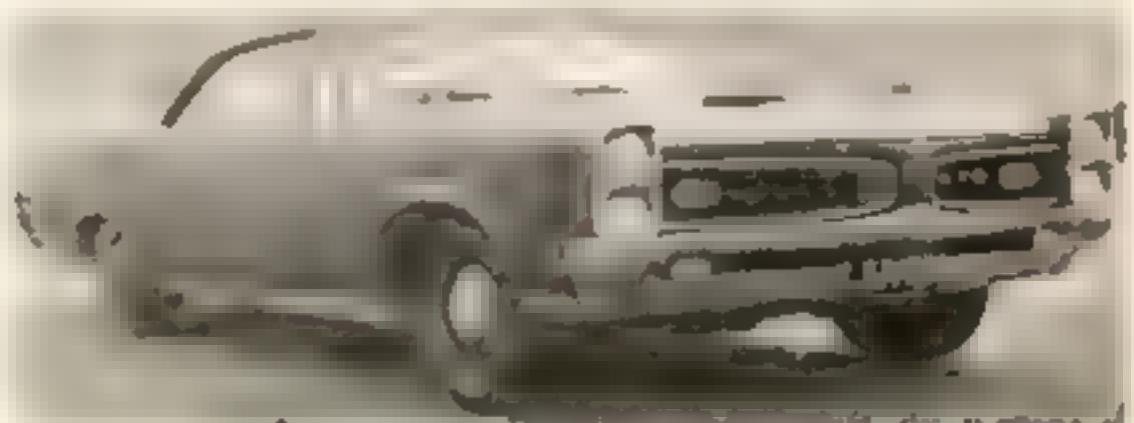


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SPORTS EXTRA

Hagley & District LCC have spent just over £2,000 during the winter re-surfacing the lower part of their hill climb course at Loton Park, near Shrewsbury, and more than 50 competitors in this year's hill climb scene turned up last Sunday to take advantage of the club's now regular practice day.

An interesting variety of machinery included two Formula 1 cars, both of which will be making their first appearances this year on the championship scene. First of these was the John McCartney P153C BRM. This is the car which Helmut Marko used last year and was built in 1970. John, who used to run a Techcraft BRM for two years, has fitted a two valve engine and the car is painted in the Marlboro colours but without the name. Second F1 car seen was the



Hillclimb exponents John McCartney and Tony Griffiths (above); Chris Cramer and Mike Hawley (below).



Brabham-Ford BT33/3 of Tony Griffiths. This car was built in 1971 and as an ex-works car was raced by Hill and Schenken and last year by Wilson Fittipaldi. The engine started life as a series 9 and has been upgraded to series 11 and a sports cam incorporated.

Several people this year in single seaters are moving into different classes, among them Chris Cramer, who had a tremendous season last year with his Mallock. Chris has now purchased one of last year's Formula 3 cars which he has lightened in many ways for hill climbing.

Jean-Pierre Jarier used the car last year but this year Chris is running the car with a 2-litre light alloy BDA-Hart unit, which he has purchased from Sir Nick Williamson. The car is sponsored by Grunhalle Lager which is made by Greenhalles Whitley the brewery company.

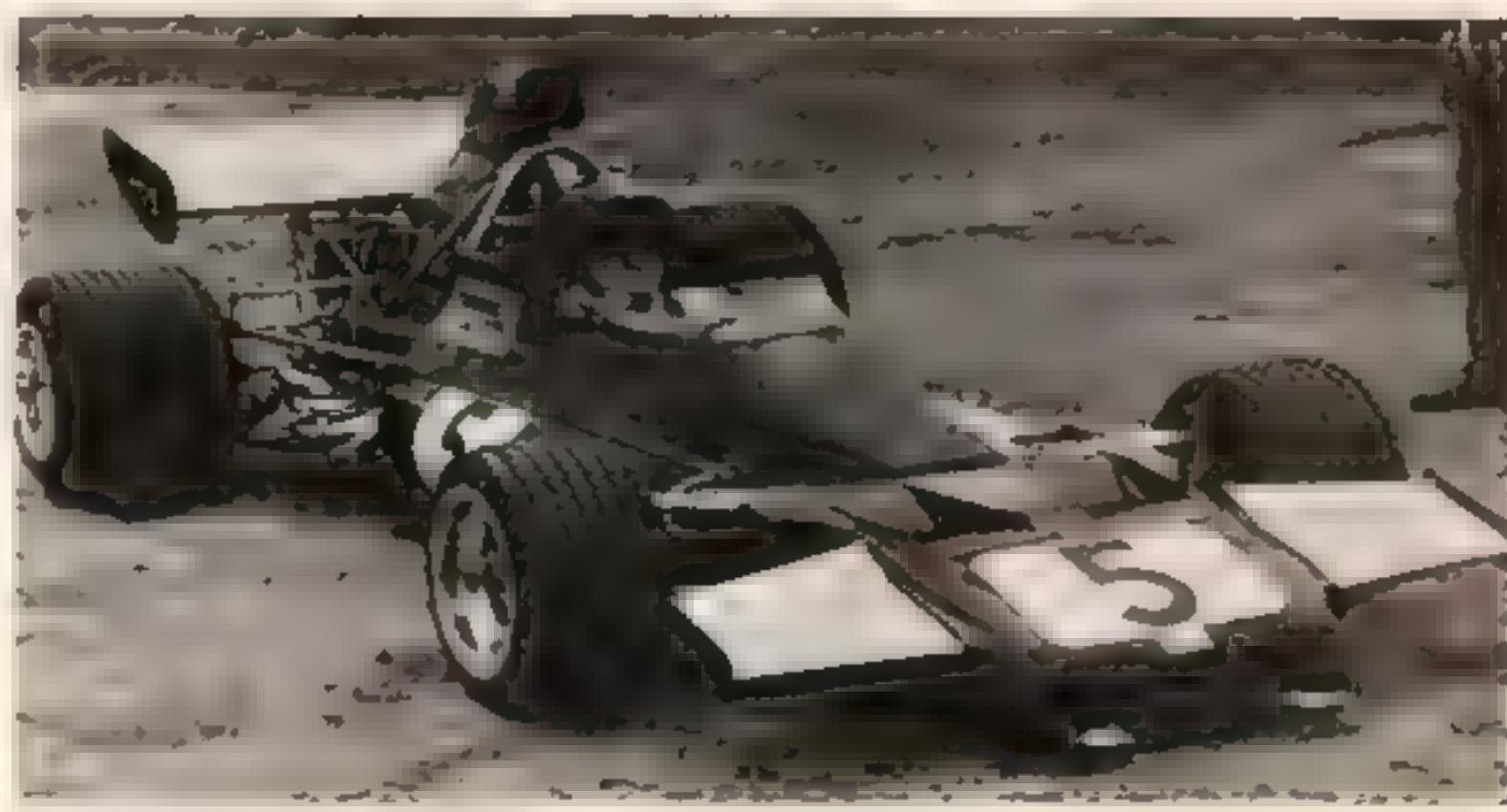
Other single seaters well known included Geoff Rollason who has retained his Lotus 69 bought last year which is again in the 1600 cc class with an FVC engine. Demon tweak has been to scrap bottom gear and fit an ultra low second gear at the expense of a little less top end performance.

Ken McMaster, who did so well last season with a Giustinis, has moved up into the 1600 class with the purchase of the ex-Tatsu Ikuwawa GRD 272. It carries a Hart BDA and an FT200 gearbox. One of his main opponents in this class will be Mike Hawley who was practising in his unchanged Brabham BT35 in which "I don't expect to get into the top 10 this year with all these hairy monsters around."

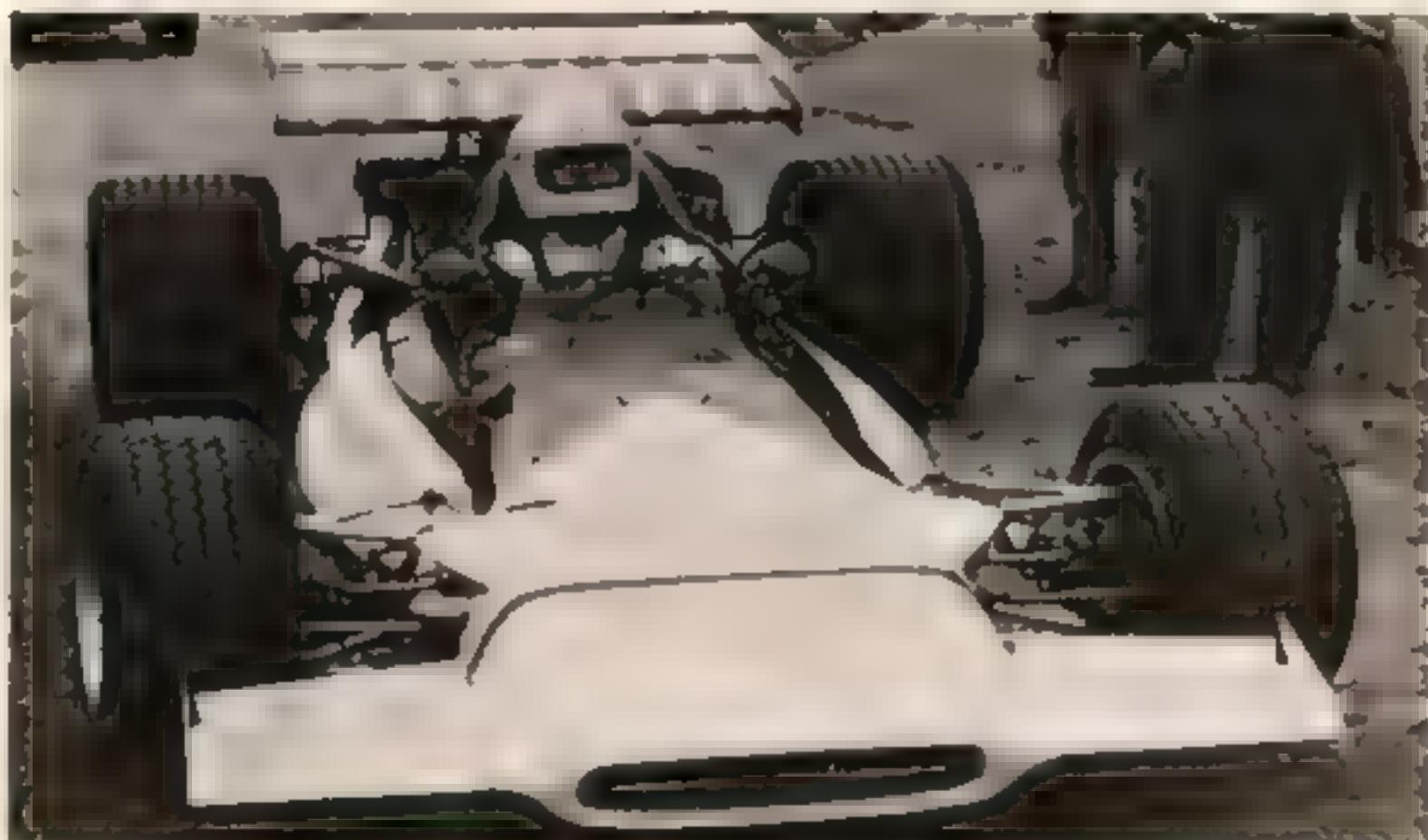
In the sports racing class, Gordon Nevill appeared with the Landar R6 Group 5 fitted with Cooper S 1293 which he may have turbocharged later in the year.

DEREK HILL

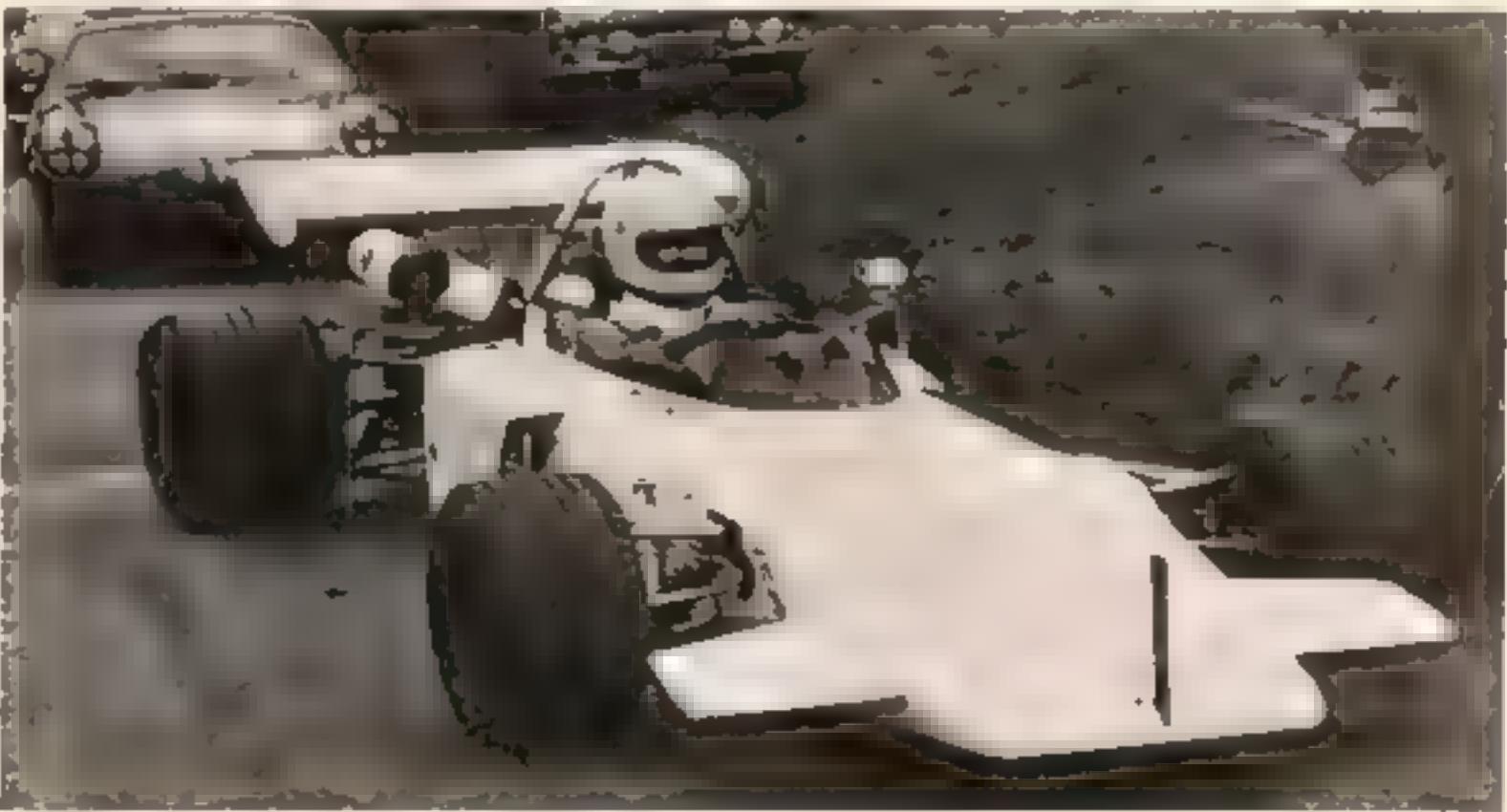
Hillclimbers prepare for battle



Tony Griffiths' Brabham BT33/3.



John McCartney's BRM P153C (above) and Ken McMaster's GRD 272 (below).



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SPORTS EXTRA

Roper in command

Salisbury & Shaftesbury MC ran the first of the southern rounds counting towards this year's BT&RDA Production Car Trials Championship at Hindon, Wiltshire, last Sunday, and the form book was thrown out of the window as none of the class leaders in the championship gained maximum points.

Nigel Roper took command of the event in his Imp from the start and went on to win with the loss of 29 marks on the 36 sections, seven better than Chris O'Connor who took the rear engined class and who was the only driver to clean the entire course in the afternoon. Fifty-eight competitors supported the event which was sponsored by the Rob Walker Group, but once again there was pathetic support for the sports car class where there were only four starters.



Chris O'Connor's Imp defeated champion Bill Moffatt

The battle in the front engine FWD class was between Midlanders Austin Rumney (1275 GT), and Geoff Spencer (Cooper). Rumney had the better of things in the morning runs, leading on 49 marks with Alf Williams (1275 GT) two behind and Barry Score (Cooper) third. Spencer was off the pace on 53 marks but he blossomed forth in the afternoon to take the class on 93 marks, two ahead of Rumney while Williams fell to third on 99 marks.

Viv Hawker (Escort), was the lunch leader in the conventional saloon class with 39 marks from Mac Hazlewood (Mexico) and Denis Wells (Skoda) who tied on 48 marks. In a complete change round in the afternoon Mike Stephens (fresh from helping Shenstone through to the finals of the Castrol Quiz) blasted round smartly in his Mexico to lead until the last hill when he clobbered a 10 marker which left Charles Barter with a clean on the last hill, to take the class in his Popular on 86. Stephens and Paul Ellis (Popular) were second and third, both on 92, Stephens getting it on furthest cleanest. Both Wells and Hazlewood made a mess of things in the afternoon with Hazlewood dropping to fourth.

The venerable Austin Nippy of Alistair Stevenson gave Midget man Mike Harrison the runaround in the sports car class. He opened up a six mark lead at lunch, losing 44 marks and although Harrison matched him in the afternoon he had to be content with second spot. Stevenson lost 83 marks and Mrs Jean

Hazlewood (Sprite) was third on 104.

Southern expert Roper made his mark early on in the trial leaving Chris O'Connor and champion Bill Moffatt trailing by 11 marks in the morning. O'Connor was the star of the afternoon putting up a clean sheet but with Roper only dropping four he had no chance of taking the event outright. O'Connor had the satisfaction, however, of beating Moffatt for the first time ever, the champion having an off day by his standards.

In the championship the current leader is now Hazlewood on 37 points, Moffatt and Rumney both have 36 points, Williams is on 33 points and Mrs Hazlewood and Harrison are on 32 points.

DEREK HILL

| Results | Overall | 1. Roper | 2. 29 marks | 3. 99 marks | 4. 93 marks | 5. 86 marks | 6. 83 marks | 7. 82 marks | 8. 80 marks | 9. 79 marks | 10. 78 marks |
|---------|---------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Class | Driver | Driver | Driver | Driver | Driver | Driver | Driver | Driver | Driver | Driver | Driver |

Inglinton regs

Inglinton have produced their annual book of regulations which costs 25p. It contains entry forms for all their race meetings (April 15, May 13, July 22, August 19, September 16 and October 14). All meetings except for the August one are of closed status and at the August 19 meeting there will be a national permit as there is a round in the Group 2 RAC British Touring Car Championship at that meeting.

Races will be run for special saloon, mod sports, sports GT clubman's FF, libre, historic sports and historic racing and Group 1 saloon cars. Championships are being run for the special saloon category, libre, Formula Ford sports GT and Group 1. The special saloon series is sponsored by Lombard North Central and the overall winner earns £300, while £200 will go to the winner of the Wimpey-sponsored libre championship. For Formula Ford drivers, Rothmans are sponsoring their series and £125 goes to the championship winner while the sports/special GT and Group 1 championships are unsponsored but have £125 and £100 first prizes respectively. There's also a BP Man of the Meeting award on the July 22 meeting.

Various other championships, awards, travelling expenses and lucrative prize money are included in Inglinton meetings and all the details are contained in this useful Book of Regulations. Copies are available from Scottish MRC, Duns, Berwickshire.

Home team beaten

The Sporting Owner Drivers' Club ran an unusual, if not unique, event at Great Brickhill on March 18: an Inter-Club Production Car Trial. Twelve clubs entered teams of three cars: one front wheel drive, one front-engine rear wheel drive and one rear engine. Twenty separate hills were tackled at the popular Home Farm venue with two runs at the afternoon set, giving a total of 30 hills.

The Falcon MC A team of Poynter, Tucker-Peake, and MacDonald put in consistent performances to take the Team Award, narrowly ahead of the organising club's own A team. Neither of these clubs provided the individual best on Index performance which fell to John Groves in his superbly driven Popular, which had the power to pull up the few straight climbs where others failed. Roy Chapman of the home club was next best on Index and took the FWD class by an enormous margin from David Watson of the SODC B team who were third in the team competition.

An interesting experiment at an excellent venue marred only by a rather late start and re-start.

STUART GRAY

Team competition 1. Falcon MC A 249 marks 2. SODC A 233 3. SODC B 203
1st index class winner R. Chapman 38 marks 2nd index class winner C. Watson 43
1st index team winner J. Groves (Ford Popular) 47 marks



**CLUB
CAMEO**

Founded in 1948 by a small band of enthusiasts, the Hertfordshire-based Falcon MC soon grew in membership numbers despite their motoring activities being curtailed by petrol rationing, so that in early 1949, they were granted recognition by the RAC and staged their first major event, a speed trial at Tewin Water, near Welwyn.

After petrol rationing ended in 1950, a trial was held in the November and being on the 5th, it was named the Guy Fawkes trial and this event is still a regular feature in the club calendar.

As finding a venue for a speed trial (later to be called sprints), became more difficult, autocross, rallies and more trials were the mainstay of events until 1958 when autocross was added to the fixture list. This event was a qualifying round in the BT&RDA championship and remained in the championship until the Player's No 8 series started.

Sprints were revived at Church Lawford and then moved nearer to their home base, at Duxford. Also autocrosses were held in several parts of the county until 1971 when the club staged their first autocross at Knebworth Park. From this event came the chance of a permanent course in Knebworth Park and early in 1972, earth banks were built for spectator protection, a course was laid out, stones were cleared up, the ground was rolled with heavy road rollers, marshal's posts were built and an RAC inspection was made after which the club were given a track licence to run events with four-abreast starts. Four events were held in 1972 and with support from many of the rallycross fraternity, they seemed very successful.

Four events are planned for 1973 at Knebworth, the first on May 13 which qualifies for the London Counties Association of Motor Clubs' championship with four-abreast racing after the autocrossing. Similar format takes place at the final of the LCAMC championship at Knebworth on September 30 while the events on July 1 and August 12 are all four-abreast races. The club are looking for support for this unique series at Knebworth.

Another event in the club's calendar is the London Counties Association of Motor Clubs' Championship sprint on April 8. The president of the club, which has a membership of 220, is Peter Harper and among the members is Bill Blydenstein.

• Herts County Automobile & Aero Club are holding their unique Ace of Herts night navigation trial on April 7/8. This is a co-promoted event and will start from St Albans on map 160. From there competitors will proceed to pick up mileage credits by locating hidden codeboards around the map so that they build up an aggregate mileage which they judge is sufficient for a result to finish by a specific time. All points are given by map references only and to add interest controls have to be visited in specific quarter-hour periods. More details from George Bell, 28 Manor Crescent, Hitchin, Herts. (Tel 52448).

Winner on Index of performance of Cambridge CC's Hallen Trophy Trial on Sunday, March 4, was John Groves with his supercharged Ford Popular. The club attracted quite a large entry to Godmanchester Common although almost half of the turnout was for the trials car and 4wd classes. After six tests in the morning the course was slightly altered for the 12 afternoon runs.

Best performance on Index 1. G. Groves (Ford Popular) 2. Ian Watson (Mk 1 Ford Popular) 3. P. Haywood (Ford Escort) 4. J. Chapman (VW Passat) 5. D. Smart (Ford Escort) 6. P. Williams (Land Rover) Gedling award Mrs V. Virtue, Minster.

ODDICOMBE

Minis dominate first hillclimb

As is now customary in the West Country the new speed season began with the Torbay MC's Oddicombe hill climb on March 18 and this produced an entry of 54 cars to do battle over the 600-yard hill which winds its way from the beach via three hairpins to the finish at the top of the cliffs. Unfortunately for the club the meeting was plagued by timing problems which necessitated a flag start although at least the finish beam was in operation. The local Mini maestro, Ray Walker, finally clinched the coveted Clive Baker trophy but he was challenged every inch of the way by John Smedley in his new Cooper S.

The up to 1 litre saloon cars opened the meeting with the Imp of Alan Cooper taking an early lead with a twitchy ascent in 38.73s. He further improved at the second time of asking to 38.09s with Dennis Julian close behind in his Imp. The next class saw Dennis Merchant take an early lead with his Mini at 41.81s, but he failed to better this on the second climb and was pipped by 0.06s for the class win by Darryl White.

The large conventional drive saloon class was very well supported and saw a triumph for ex-Jaguar E driver Robin Bouchier as he made his debut in a new, well prepared Viva GL and recorded 36.97s to beat the Escort TC of Stuart Browne. Class Five produced the quickest of the Minis and saw a real ding dong battle between the two Cooper S types of Ray Walker and John Smedley. It was Smedley who provided the upset of the first run with a great ascent in 35.42s to beat Walker by fractions. However, he could not better this at the second time of asking whilst Walker just managed to slip in front on 35.68s to take 2nd.

The sports car class was always the domain of Terence Keen and the Sprite and he firmly seized it a result beyond question with a fine effort of 37.12s. Robin Grant Sturgess has not appeared on the hills for a couple of seasons but made a welcome return at the wheel of a Ginetta G12 and performed in 36.33s which left him just over 1s ahead of the Cobra of Paul Channon with the Morgan Plus 8 of Alan Bellman a further second in arrears.

The sports racing class fell easily to the hike of Colin Elliot who, on his second run, climbed in 37.01s and promptly celebrated

by losing the car after the finish and wiping off the front suspension. The Morris Special of Ash Cleave again shook some of the more modern cars to snatch second place some 5s down on the winner. The final class of the day featured the standard production cars with the AC Cobra of Tony Brown flying to the top in just 36.54s but Peter Johns (Lotus Elan) closed to within 0.2s of Brown with third in class going to rally driver Paul Hadley with his Porsche 911S.

ROBIN BOUCHIER



MOTORING CLUBMAN
DAVID EWLES

Perhaps the surprise name in the line-up for the Willment rally team recently was that of David Ewles, a 25-year old director of Condray Haulage Ltd, a family firm based in Raynes Park, South London. David has been rallying seriously for only two years, and indeed only started his sport at the wheel of his present RS1600, which he bought new.

David was introduced to the expensive world of rallying by Tony and Robin Rees, friends from school, who felt an RS1600 owner should not be without his own motor club, so they took him to Hampton & DMC. Soon some newly acquired friends felt he ought to spend his Saturday nights out of bed, with the result that it was no time before he was out first on 12 car events, and then the local restricteds.

The next spring brought its own revolution. He entered both the Rising Sun and Trident stage events, and these convinced David that this was the sort of rallying which was really worth while. His poor Escort started to feel the strain, despite the uprated struts he had fitted, though surprisingly it was the engine which gave out. Suddenly, one night, a rod came through the block! With the RAC rally looming in the distance, David

● Regulations for the first Aintree meeting on Saturday, April 14, have been published. There's a first prize of £15 to the winner of the main race for over 1150 cc modified sports and special saloon cars, and that should produce a mixed field! Other races are for clubman's and sports GT, special saloons, modified sports, FF and Libre. More details from Joyce Holland, 10 Corinthian Avenue, Liverpool, L13 3DP.

● The first round of the Castrol BARC Hillclimb Championship takes place at Lotus Park on Sunday, April 1. A maximum of 140 entries will be accepted for the 17 classes for touring cars, special saloons, marque sports cars, modified production sports cars, clubman's, GT sports-racing and racing cars.

decided to do things properly, and sunk his fortune in buying parts from David Wood for a pukka 1700 cc unit. He managed to assemble the bottom of the engine all right, though eventually the head was assembled by Racing Services of Twickenham. From that day to this, the engine has run perfectly.

The RAC of 1971 was David's first major event. He started no 247 out of 249, and had a miserable time in the snow. He had to miss out a couple of stages, along with many other crews, to get to the Leeming Bar control and then went off shortly afterwards. Eight men eventually retrieved the car when even a Land Rover failed! Perhaps David's greatest experience was having the benefit of Jeremy Denny as his navigator; Jeremy had recently returned to Britain from Canada and had entered internationals both sides of the Atlantic, both as driver and co-driver. Jeremy's enthusiasm really urged David on, and led to some presentable results, starting with a fifth (which a minute's error should have made a second) on the Rally of the Tees, a third on the '72 Trident and then the win on the Dimanche Tour.

It was natural that Jeremy would want to move on to bigger things, and in mid-'72 David and he decided to enter the nationals. So far the results have not been quite so promising, for 8th on the Castrol-Timpson and the Tour of Dean have so far been the best places. For this year they are entering the BTRODA Gold Star which they reckon is an ideal opportunity for people in their position. For countless enthusiasts the thought of having to go endlessly to the other end of the country is very daunting. The Observer was rather a disappointment for David but there are many more rounds to come, and those with the forests are being particularly anticipated.

Willment's line up for 1973 (from left to right): Mike Crabtree sits on the Mexico challenge car and alongside is the G2 Escort RS and the G1 Capri 3 litre he will race this year for Willment. On the right is Andy Dawson's G1 Mexico rally and race car. At the back are the G2 RS rally car of Nick Clark, the club rally car of David Ewles, the Who sponsored G2 RS rally car and Peter Watson's G1 Mexico rally car.



RELIANT SCIMITAR ROAD TEST REVIEW



| Specification and Performance Data | | | | | | |
|------------------------------------|---|--------------|--|-----------|------------|-----------|
| Car tested | Rely. Scimitar GTE | Weight | 1025 lbs | 0-60 mph | 13.5 sec | Top speed |
| Eng no. | 90 | Capacity | 1994 cc | Mileage | 7000 miles | 100 mph |
| Car | Scimitar GTE | Transmission | 5-speed manual | 0-100 mph | 24.0 sec | 120 mph |
| Transm type | 5-speed manual | Gears | 1st 3.50:1, 2nd 2.10:1, 3rd 1.60:1, 4th 1.20:1, 5th 1.00:1 | 0-60 mph | 13.5 sec | 0-100 mph |
| Chassis | Steel monocoque frame and glass fibre body | Brakes | Front disc, rear drum | 0-60 mph | 13.5 sec | 0-100 mph |
| Equipment | Front disc brakes, power steering, central locking, front wheel drive, speedometer, tachometer, radio, heater, air conditioning, etc. | Wheels | 15x6.5 in. alloy wheels | 0-60 mph | 13.5 sec | 0-100 mph |
| Dimensions | Length 11' 10 1/2 in., width 5' 10 1/2 in., height 4' 11 1/2 in., wheelbase 7' 10 1/2 in., track 4' 11 1/2 in. | Weight | 1025 lbs | 0-60 mph | 13.5 sec | 0-100 mph |
| Performance | Max speed 100 mph, 0-60 mph 13.5 sec, 0-100 mph 24.0 sec | 0-60 mph | 13.5 sec | 0-60 mph | 13.5 sec | 0-100 mph |
| Fuel consumption | mpg | mpg | mpg | mpg | mpg | mpg |

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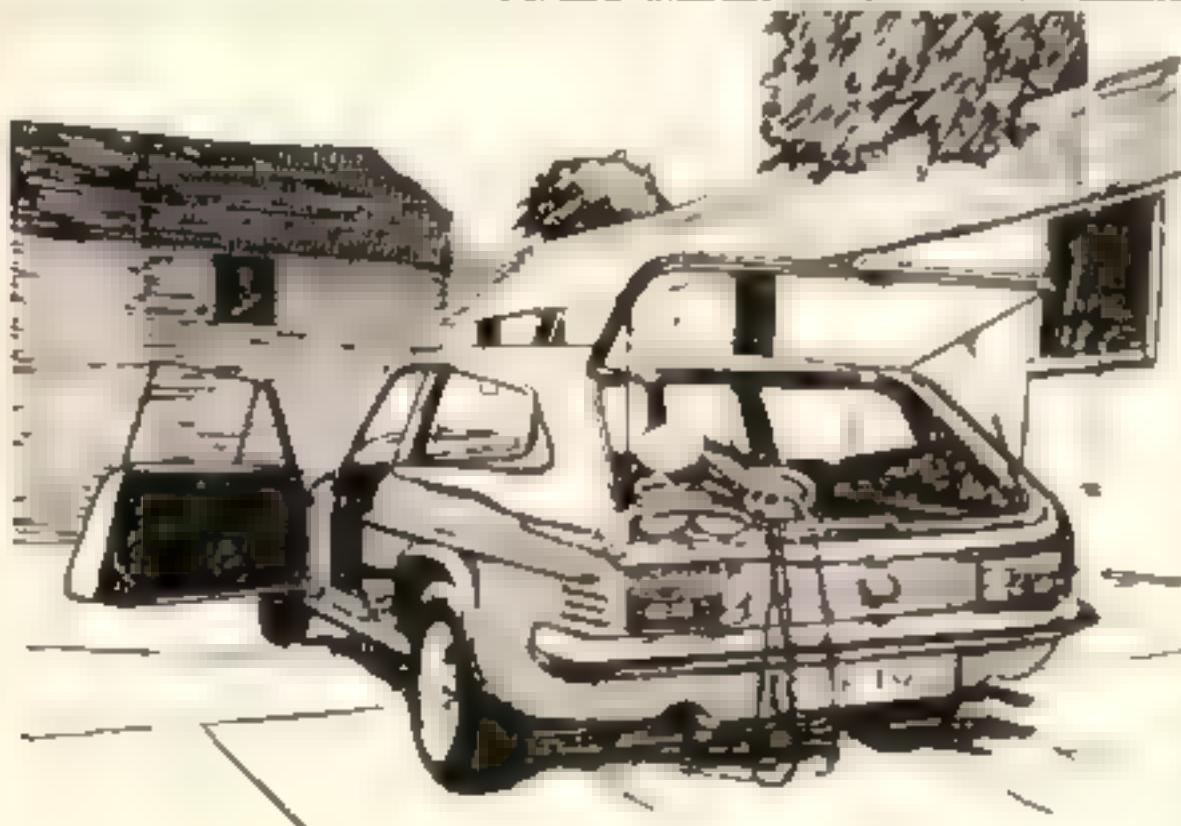
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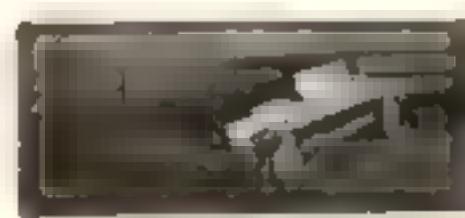
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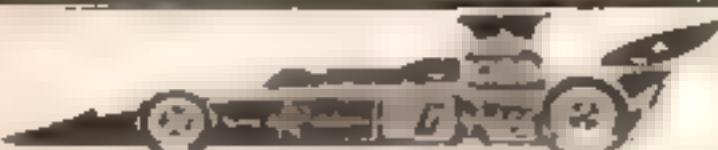
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